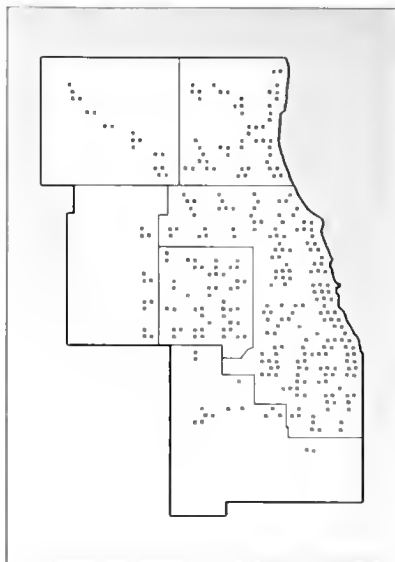




Regional Transportation Authority Demographic Atlas

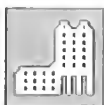


TRANSPORTATION LIBRARY

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Development



Employment



Households



Transit Demand



Population



Transit Supply

FOLIO

Issued February 1990

1980 POPULATION

C O O N T E N T S

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The Regional Transportation Authority Demographic Atlas was developed by the Northeastern Illinois Planning Commission under contract to the RTA.

Key staff involved in the development of the Atlas are noted below.

For NIPC: Project Manager Max Dieber, Director of Research Services; Nina Savar, Associate Planner; Hubert Morgan, Assistant Planner; and Eva Wurm, Graphics Officer.

For RTA: Project Manager Supin L. Yoder under the direction of John Gaudette, Assistant Executive Director, Planning and Capital Development; and Frederick Schoenfeld, Division Manager of Strategic and Financial Planning; and Michael Hickman, Graphics Coordinator.

Maps were produced using the PC mapping software ATLAS*GRAPHICS, versions 2.1 and 3.0 (STSC, AW, version 2.03 (Strategic Locations Planning, Inc.).

Reference Transparency Map VII-5 was designed to match Maps I-2, II-3, III-1, IV-1, IV-2, VI-1, VI-2. Since the fit is only approximate, it also can be used with Maps I-1.1, I-3.1, II-1, II-4.1, V-1, V-2 and V-3.

SECTION I WHAT WERE THE DEMOGRAPHIC AND EMPLOYMENT PATTERNS IN NORTHEASTERN ILLINOIS IN 1980?

In 1980, northeastern Illinois was home to over 7.1 million residents. The city of Chicago accounted for 42.4% of the region's population. After a decade of substantial suburban growth, the suburban counties' share of population had increased significantly. By 1980, these shares had reached 31.5% for suburban Cook, 9.3% for DuPage County, 3.9% for Kane County, 6.2% for Lake County, 2.1% for McHenry County, and 4.6% for Will County.

The distribution of households across the region was similar to the population distribution except that generally speaking, the more densely developed portions of the region had smaller average household size. As a result, these areas' share of the total number of regional households was higher than the corresponding population share. For example, while the city of Chicago accounted for 42% of the population, it contained 44% of the households.

The region's job base was only slightly less decentralized across the region. Of the regionwide 1980 total of 3.4 million jobs, 46.5% were in Chicago, 32.8% in suburban Cook, 8.4% in DuPage County, 3.5% in Kane County, 4.8% in Lake County, 1.4% in McHenry County, and 2.7% in Will County. An area bounded by North Avenue, Western, Pershing and the lake, and that includes Chicago's downtown, contained 784,000 jobs, or 23% of the region's total, in 1980.

SECTION II HOW HAVE THESE PATTERNS CHANGED IN THE RECENT PAST?

Between 1980 and 1985, the region gained an additional 32,000 persons every year. Most of this population growth was located in only a few areas. These included the Orland Park area, the I-88 corridor through south DuPage County, north through the center of DuPage County and northwest suburban Cook County, the Palatine/Wheeling/Northfield tier of townships, and up through central Lake County. Together, these townships accounted for 77% of total suburban population growth. Many of the townships adjacent to the city of Chicago lost population as the modest growth in the number of households was unable to keep pace with the continuing declines in average household size.

During the 1980 to 1985 span, the city of Chicago grew by an estimated 500 people per year. Within the city, the Loop's population grew by over 47% during the 1980 to 1985 span. Other community areas gained over 10% included O'Hare, South Lawndale, Lincoln Park, the Lower West Side and Hermosa. Of the 77 community areas, 49 lost population. In percentage terms, the areas losing the most population were Riverdale, Washington Park, Hegewisch, Archer Heights, McKinley Park, Grand Boulevard, West Lawn, Garfield Ridge and Clearing - all losing over 10%.

Between 1980 and 1985, the pattern of job decentralization continued as the northeastern Illinois region gained 44,000 jobs, or an average of 6,800 jobs per year. The suburban area as a whole gained 130,000 and 85% of those new jobs were found just within the townships of York, Addison and Lisle in DuPage County and Northfield, Schaumburg and Palatine in northwest suburban Cook County. Within the city of Chicago, the downtown area gained over 19,000 new jobs while the balance of the city lost by over 104,000. A substantial number of jobs were also lost in the west suburban Cook area and in Joliet Township in Will County.

SECTION III WHAT ARE THE DENSITY LEVELS OF TRANSIT DEMAND AND SUPPLY?

Transit demand densities are defined as the sum of residential population and the number of jobs by workplace. An adequate level of demand for the provision of transit services is assumed if the sum of population and jobs exceeds 4,000 per square mile. In 1985, such levels were observed in the satellite cities of Waukegan, Elgin, Aurora and Joliet, in the vicinities of Crystal Lake, Woodstock, McHenry, Bolingbrook, Libertyville, Mundelein and the Round Lake communities, up the lakeshore to Waukegan, in the eastern two-thirds of DuPage County, and in most of Cook County. The highest areas of demand include the city of Chicago and extend through the near-in suburbs, along most of the commuter rail lines, and the core areas of Waukegan, Elgin, Aurora, and Joliet.

An estimated supply of existing bus service for peak periods can be implied from an indicator calculated by summing bus route mileages divided by their peak-hour headways in each quarter section.

Based on an application of this measure using 1989 information, clear corridors of extremely frequent CTA service extend along the Stevenson Expressway, Archer Avenue corridor, north and south from downtown along the lakeshore, up Milwaukee Avenue, east and west across 75th Street, and north and south along Halsted and Stony Island on the south side. Very frequent service covers the remainder of the City of Chicago as well as the cores of the satellite cities of Waukegan, Elgin, Aurora and Joliet, and the newer areas like Naperville. Corridors of very frequent service extend along the portions of the Chicago North Western lines and adjacent to the Illinois Central.

Lines of intermediate service form connections serving communities including Aurora, Elgin, Waukegan, Graylake, Fox Lake, McHenry, Wonder Lake, Woodstock, Crystal Lake, Romeoville, Lockport, and Bolingbrook.

SECTION IV WHERE IS NEW DEVELOPMENT CONCENTRATED?

Generally, development activity, including planned and announced developments, observed in the region during 1989 through mid-October, reinforces the growth patterns of the earlier part of the decade. In Cook County, substantial residential activity is occurring on the near north side of the city of Chicago, in Hanover, Palatine, and Wheeling townships in northwest suburban Cook and in Orland and Lemont townships in southwest suburban Cook. Significant activity is observed throughout DuPage County with the highest concentrations in the vicinities of the communities of Carol Stream, Bartlett, Wheaton, and Oak Brook. In Kane County, relatively modest growth extends through the Fox Valley townships and into Sugar Grove Township. Significant residential development activity is seen in Lake County in Buffalo Grove, Vernon Hills, Libertyville, Mundelein, and Gurnee - all communities located in the central portion of the county. Much of the development occurring in McHenry County is located in its southeastern portion with a particular focus on Crystal Lake, Algonquin and Woodstock. Most of the activity in Will County is, relative to the balance of the region, modest and is concentrated in the Naperville portion of Wheatland Township, on the eastern edges of Homer Township adjacent to the growth pressures from Orland Park and in Frankfort and DuPage townships.

The concentrations of non-residential activity are distributed in a similar manner. In Cook, such growth is seen in Schaumburg, Hoffman Estates (the Sears site), Elk Grove Village, the near north side of the city of Chicago, Orland Park, Matteson, and Richton Park. Activity in DuPage County is focused on the I-88 corridor, in Bloomingdale and Naperville townships and in the community of Burr Ridge located on the eastern edge of Downers Grove Township. Modest activity is reported for eastern Kane County with some concentration in Dundee and Rutland townships. As with residential activity, non-residential development activities extend north and south through the second tier of Lake County townships west of Lake Michigan. Significant activity is also observed in the Lake Zurich area. Only modest activity is observed in McHenry and Will counties.

SECTION V WHAT ARE THE PATTERNS LIKELY TO BE IN THE FUTURE?

Based on forecasts endorsed by the Northeastern Illinois Planning Commission in 1986, between 1980 and 2010, the region as a whole is expected to gain 1.08 million people, 727,000 households, and nearly 770,000 jobs. On an average annual basis, this translates to 35,900 people, 24,200 households, and 25,700 jobs. It must be noted that these forecasts do not consider the possibility of an additional major airport in or adjacent to the region. The patterns described below would clearly be altered by such a major project.

For population, the growth toward the outer edges of the region will continue. Between 1980 and 2010, Cook County's share of the regional total will fall from 73.9% to 67.3%. Chicago's share will decrease from 42.4% to 38.6%. Of the total population change during the period, Chicago's share will be 13.7%. DuPage with 26.8% will claim the largest share, while McHenry County will receive only 6.9%. Shares for suburban Cook, Kane, Lake, and Will counties will be 10%, 14.3%, 14.7%, and 11.6%, respectively. The ten leading townships together will account for nearly 46% of total growth. These areas include downtown and the north and northwest sides of the city of Chicago, Naperville, Wayne, Lisle, and Bloomingdale townships in DuPage County, Orland and Schaumburg townships in suburban Cook, and Elgin Township in Kane County. Population losses, largely the result of diminishing average household sizes in areas with little available land upon which to expand the housing stock, will occur on the far south, southwest and west sides of Chicago, in the suburban communities immediately adjacent to the central city, and in Joliet Township in Will County.

For the most part, decentralization in the region's employment base will also continue. While the downtown area of Chicago will gain over 220,000 jobs and increase its regional share from 23% to 24% over the 1980 to 2010 span, the balance of the city will lose 122,000 jobs, or 15% of its 1980 total. As a result, the city of Chicago's share of regional employment will fall from 47% to 40%. During the forecast time span, suburban Cook's share will remain unchanged while the share for the collar counties will increase from 20% to 27%. The ten fastest growing townships will account for 75% of the new employment growth in northeastern Illinois. In addition to the downtown Chicago area, these include, in order, Naperville, York, Northfield, Schaumburg, Addison, Bloomingdale, Lisle, Worth and Elk Grove townships. DuPage County by itself will claim 36% of total regional employment growth.

SECTION VI WHAT ARE THE DEMOGRAPHIC TRENDS IN THE REGION?

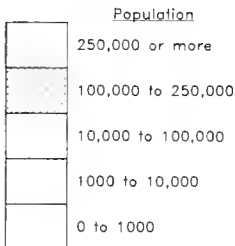
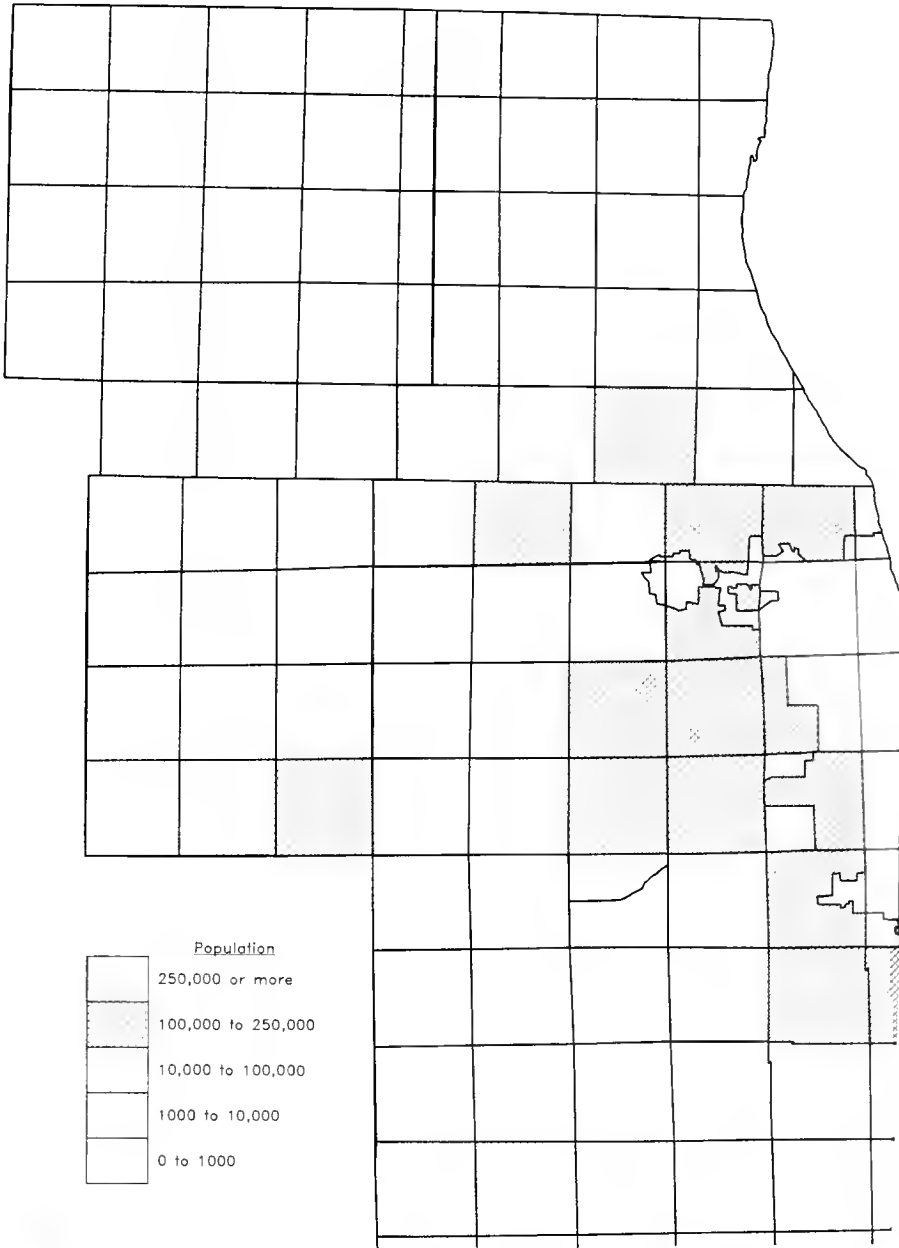
The spread of new suburbanization in the northeastern Illinois area can be measured by observing the distribution of a given density over time. The maps in Section VI look at such densities from three different perspectives - population, employment, and transit serviceable areas. "Urban" population densities - 1,000 people or more per square mile - are, and will remain, the most widespread. The newly suburbanizing areas, in terms of residential growth, will be found in the Fox Valley townships of eastern Kane County, western DuPage and southeastern McHenry in south and central Lake County, in a belt extending from Waukegan to the Round Lake communities, along the northern edges of Will County, and in Orland and Richton townships in southwest suburban Cook. This far reaching growth of residential activity is made possible through the continuing expansion of the region's job base in the suburban community. The pattern for the spread of "urban" employment - 500 jobs or more per square mile - is similar to that for population but does not extend as far away from the urban center. Transit serviceable areas - defined as 4,000 people and/or jobs per square mile - is, of course, similar to the distribution of people and jobs. By 2010, the new transit serviceable area will be found in the vicinity of Naperville and Aurora in northwestern DuPage County and in the Orland Park area with a scattering of additional serviceable densities across the suburban landscape.

TOTAL POPULATION

TOTAL EMPLOYMENT

	1980	1985	2010	1980	1985	2010
COOK COUNTY	5,253,655	5,295,100	5,505,000	2,697,000	2,609,800	3,051,000
DUPAGE COUNTY	658,835	716,200	971,000	284,700	393,800	561,600
KANE COUNTY	278,405	299,000	434,000	119,100	125,700	159,500
LAKE COUNTY	440,372	468,600	599,000	162,000	174,200	224,500
MCHENRY COUNTY	147,897	158,600	222,000	47,000	55,400	67,500
WILL COUNTY	324,460	334,100	450,000	91,700	86,600	108,900
N.E.I.L.L. TOTAL	7,103,624	7,271,600	8,181,000	3,401,500	3,445,500	4,171,000

1980 POPULATION BY SURVEYOR TOWNSHIP



Regional Transportation Authority
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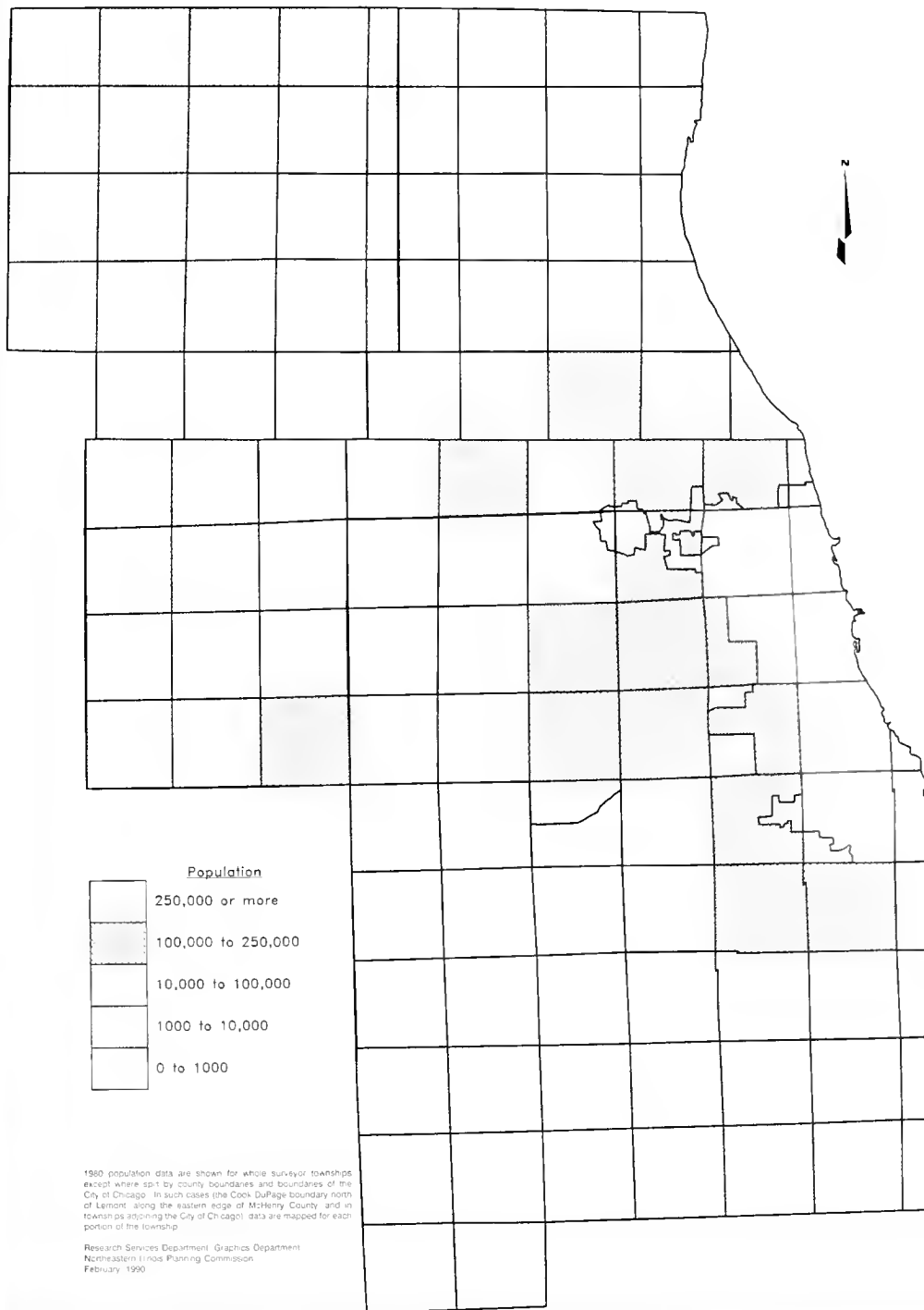
cta

Metra
Metropolitan Area

pecc

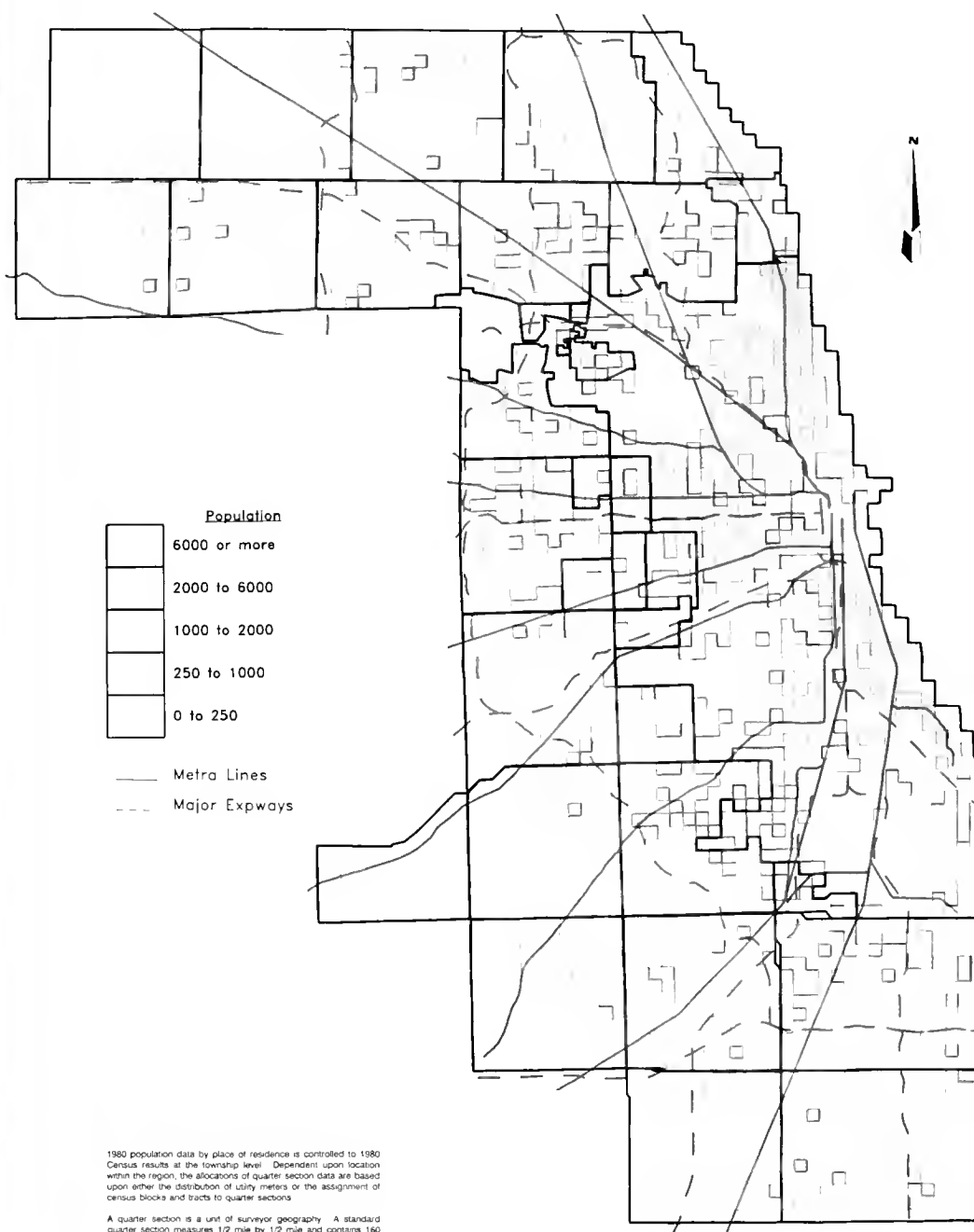
Service Area	Chicago & 38 Sub	Service Area	Six-County	Service Area	Suburbs
Service Area Population	3.7 Million	Service Area Population	7.3 Million	Service Area Population	4.4 Million
1988 Annual Ridership	573.2 Million	1988 Annual Ridership	69.8 Million	1988 Annual Ridership	36.6 Million
Avg Weekday Riders	1.9 Million	Avg Weekday Riders	260,000	Avg Weekday Riders	133,900
Buses	2,218	Diesel Locomotives	126	Buses and Vans	702
Bus Routes	132	B-Level Commuter Cars	660	Fixed Bus Routes	230
Bus Stops	12,900	Multiple-Unit Electric Cars	209	Paratransit service carried 1.3 million riders in 1988; 97.7% were Dial-A-Ride riders and 2.3% were mobility limited	
Rapid Transit Cars	1,217	Rail Route Miles	438		
Rapid Transit Routes	6	Commuter Rail Routes	13		
Rapid Transit Stations	142	Commuter Rail Stations	230		

1980 POPULATION BY SURVEYOR TOWNSHIP



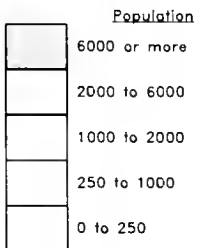
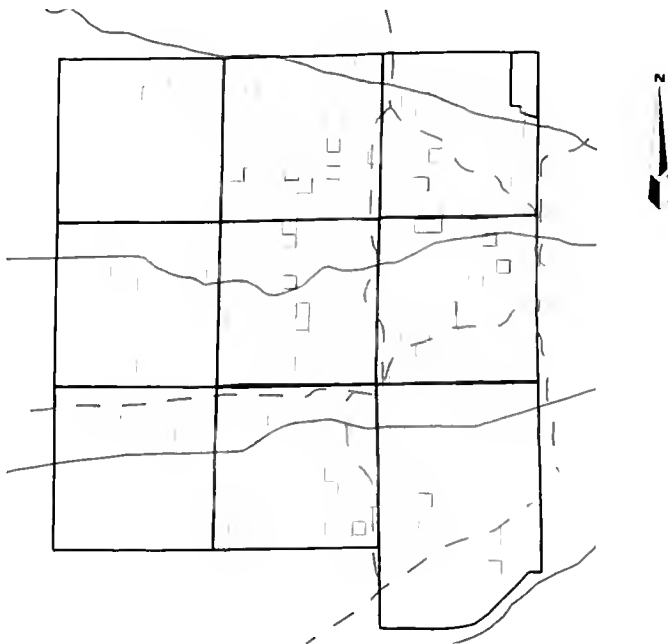
1980 POPULATION IN COOK COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



1980 POPULATION IN DUPAGE COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



— Metra Lines
 --- Major Expways

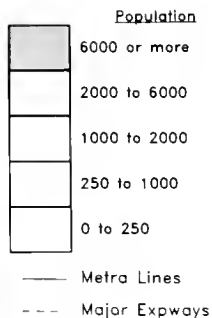
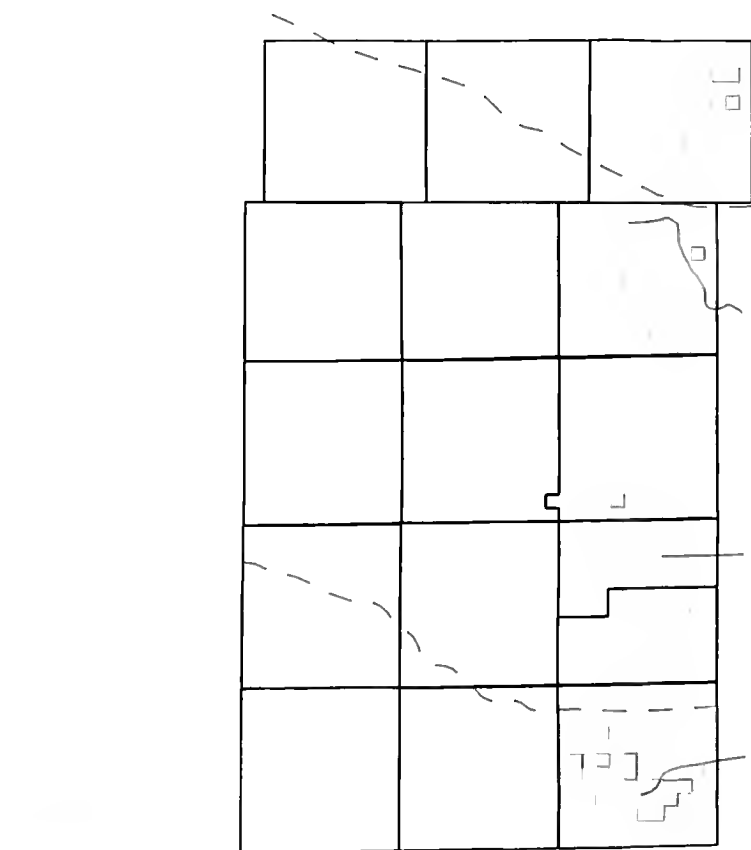
1980 population data by place of residence is controlled to 1980 Census results at the township level. Dependent upon location within the region, the allocations of quarter section data are based upon either the distribution of utility meters or the assignment of census blocks and tracts to quarter sections.

A quarter section is a unit of surveyor geography. A standard quarter section measures 1/2 mile by 1/2 mile and contains 160 acres.

Research Services Department, Graphics Department
 Northwestern Illinois Planning Commission
 February 1990

1980 POPULATION IN KANE COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS

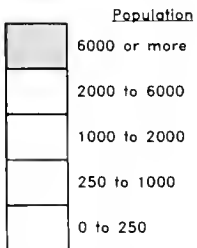
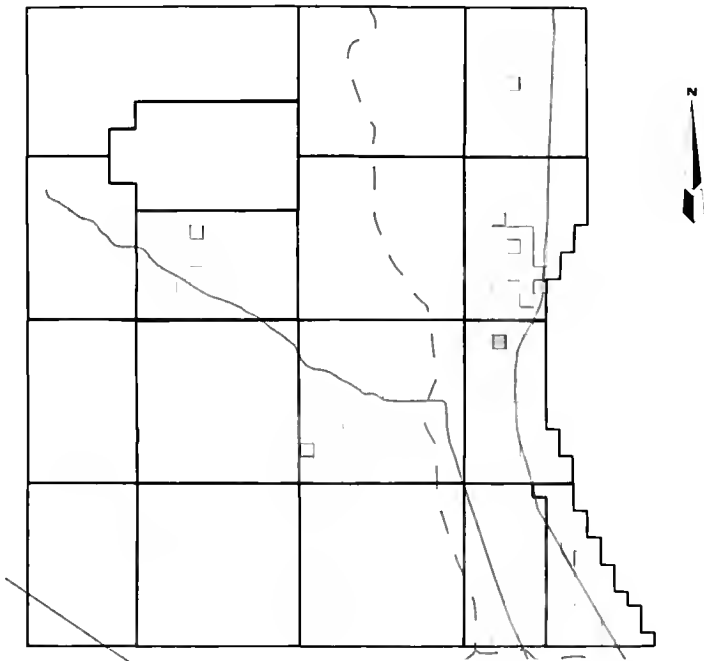


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A quarter section is a unit of surveyor geography. A standard quarter section measures $\frac{1}{2}$ mile by $\frac{1}{2}$ mile and contains 160 acres.

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1980 POPULATION IN LAKE COUNTY BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



— Metra Lines
- - - Major Expways

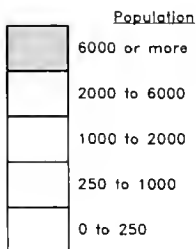
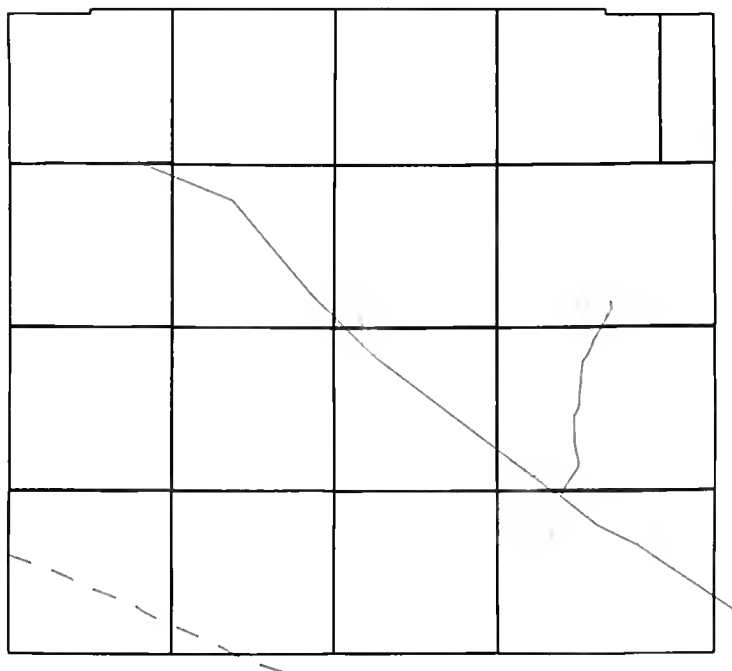
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1980 POPULATION IN MCHENRY COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



— Metra Lines
 --- Major Expways

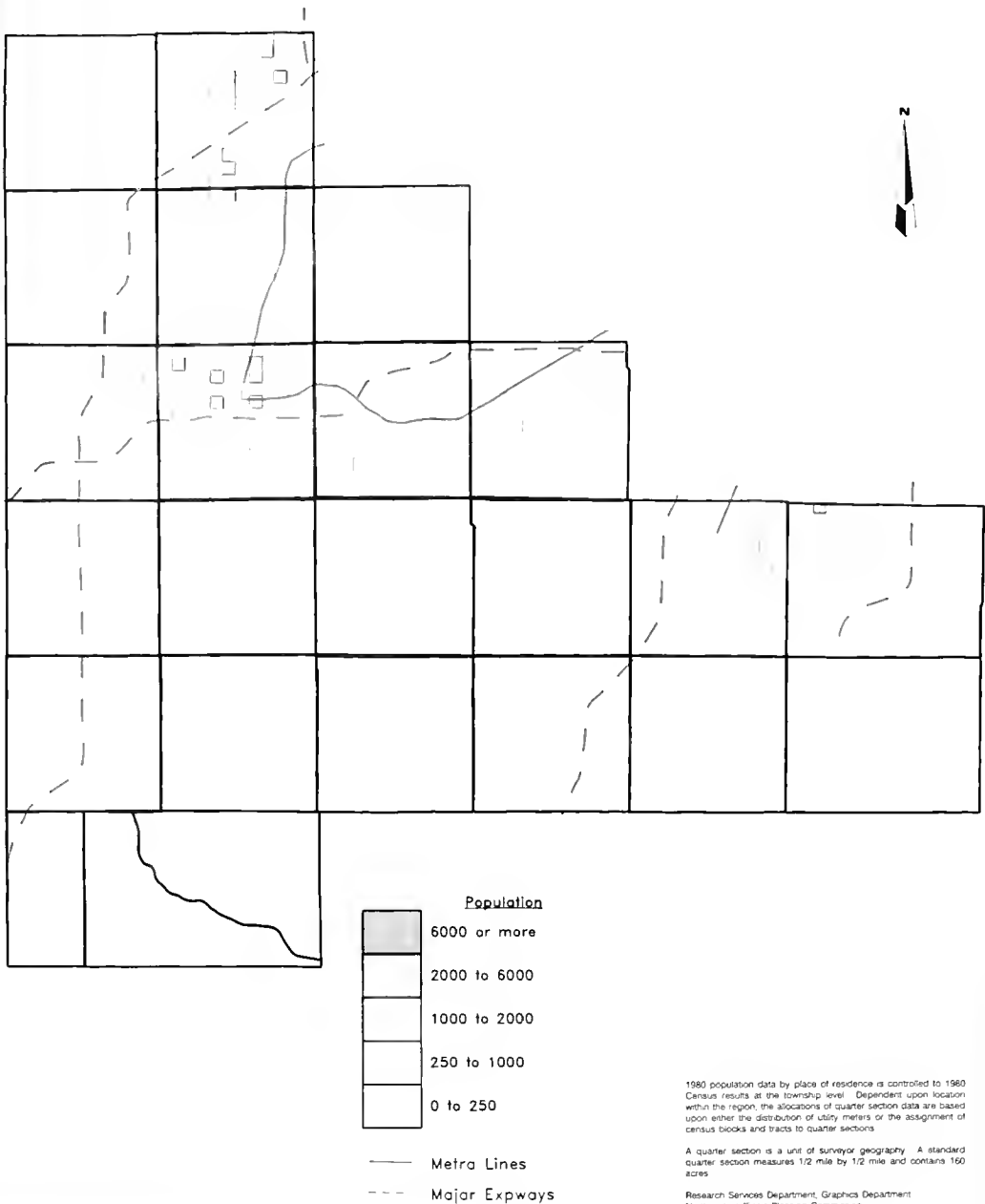
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A quarter section is a unit of surveyor geography. A standard quarter section measures 1/2 mile by 1/2 mile and contains 160 acres.

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1980 POPULATION IN WILL COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS

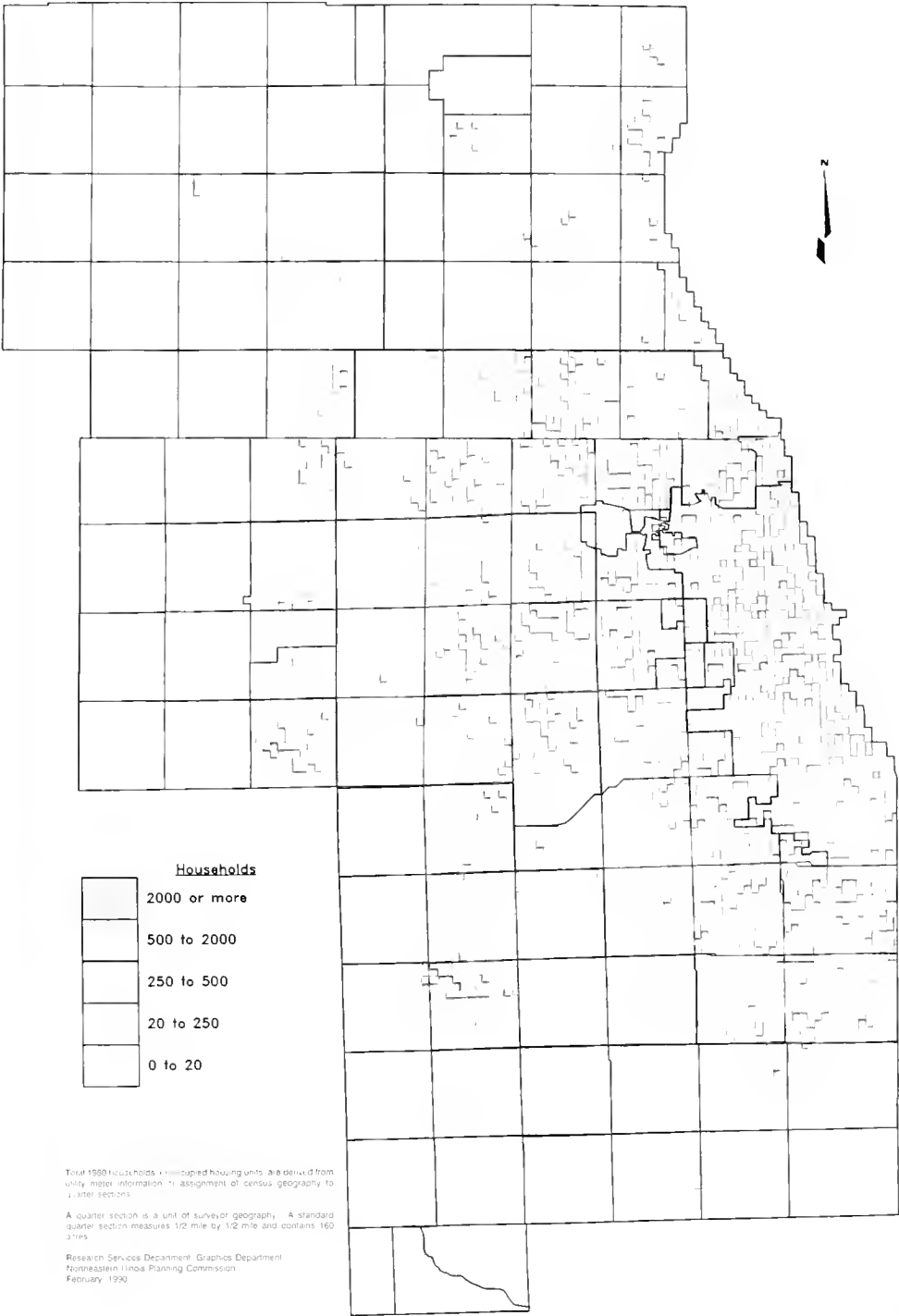


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Research Services Department, Graphics Department
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 February, 1990

1980 HOUSEHOLDS
BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS

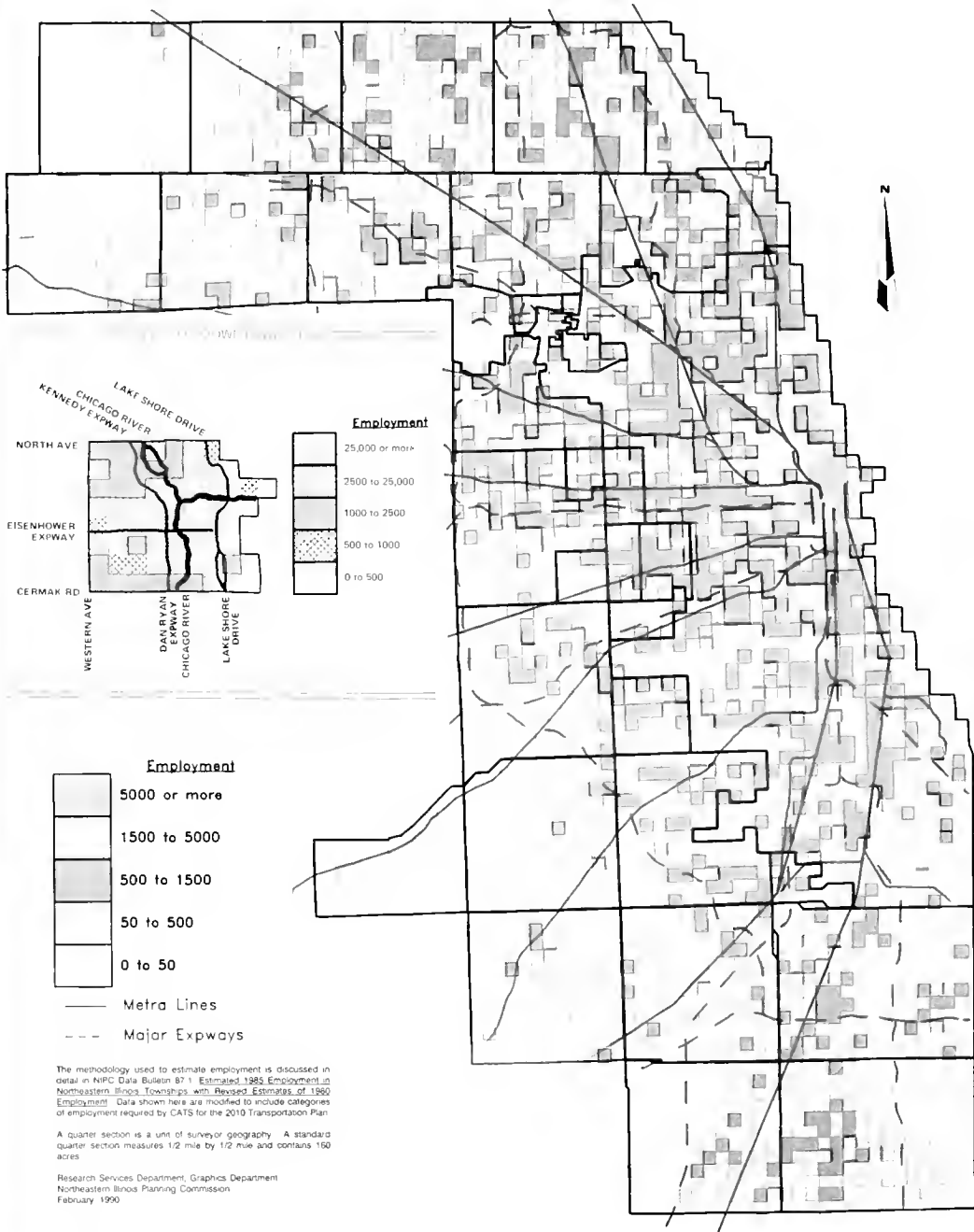


1980 TOTAL EMPLOYMENT BY SURVEYOR TOWNSHIP



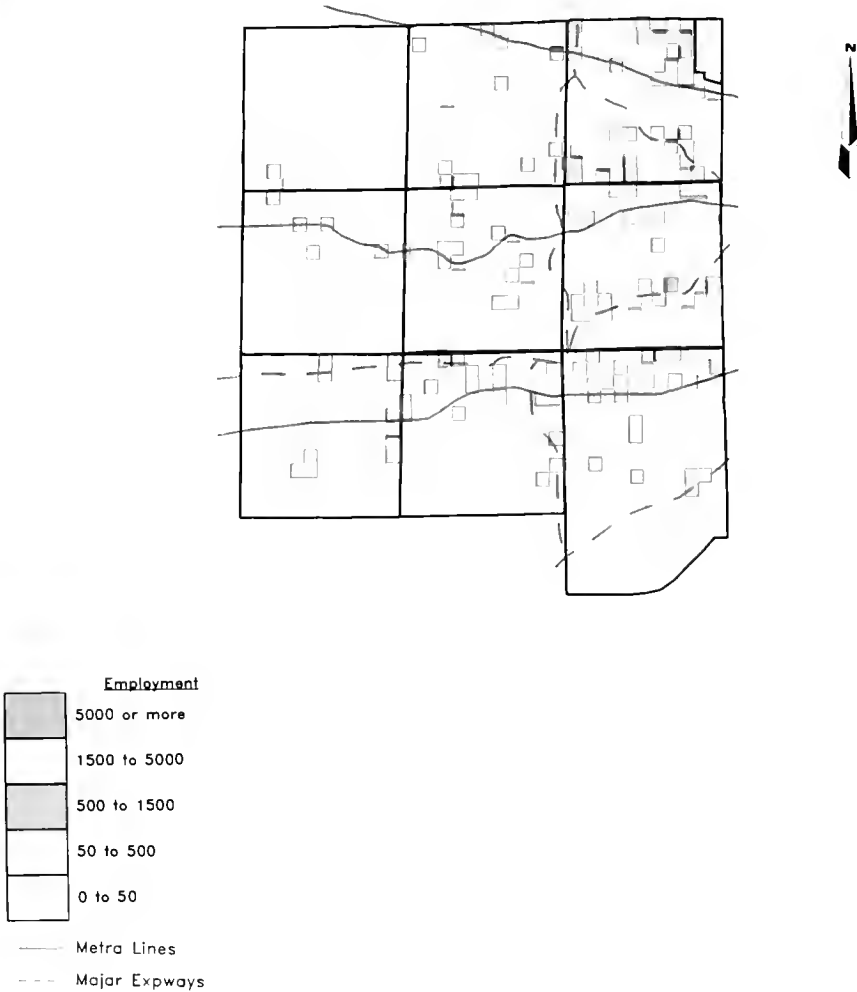
1980 EMPLOYMENT IN COOK COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



1980 EMPLOYMENT IN DUPAGE COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



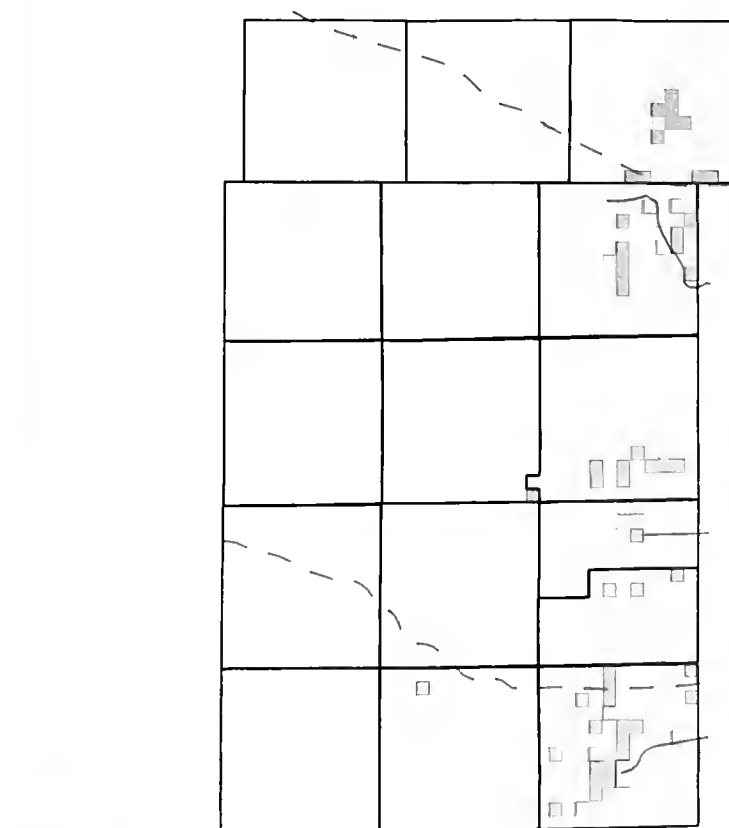
The methodology used to estimate employment is discussed in detail in NIPCO Data Bulletin 87-1, *Estimated 1980 Employment in Northeastern Illinois Townships with Revised Estimates of 1980 Employment*. Data shown here are modified to include categories of employment required by CATS for the 2010 Transportation Plan.

A quarter section is a unit of surveyor geography. A standard quarter section measures 1/2 mile by 1/2 mile and contains 150 acres.

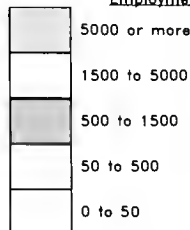
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1980 EMPLOYMENT IN KANE COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



Employment



— Metra Lines
 --- Major Expways

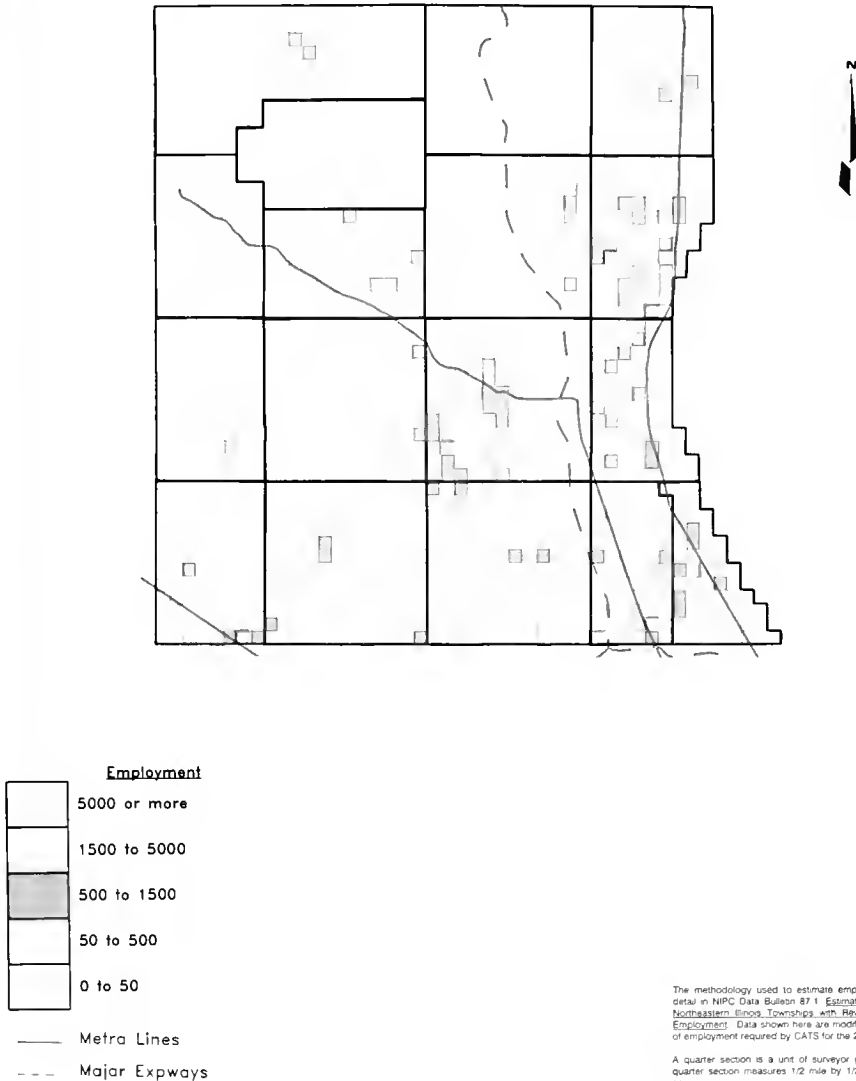
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Research Services Department, Graphics Department
 Northeastern Illinois Planning Commission
 February 1990

1980 EMPLOYMENT IN LAKE COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS

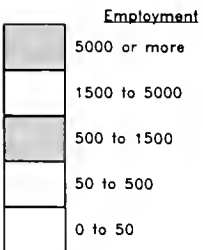
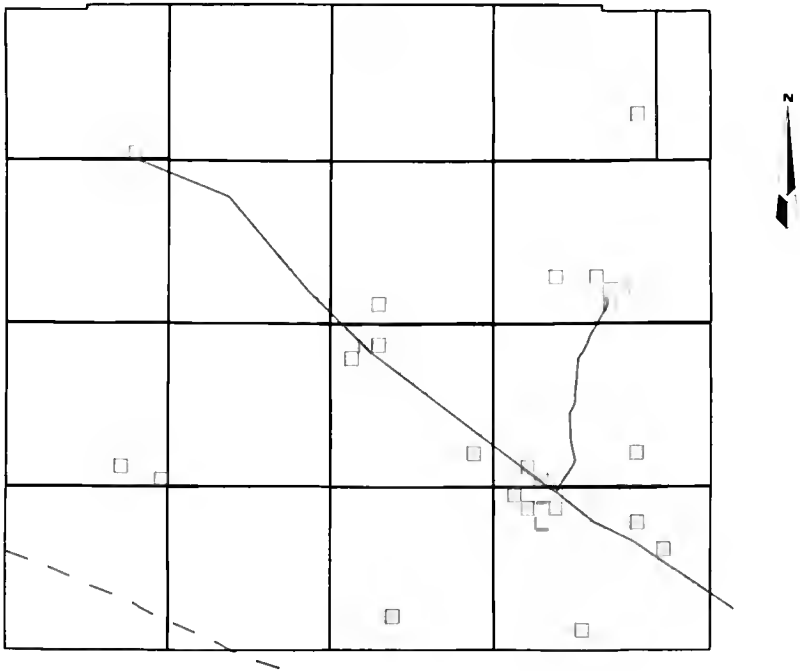


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 Northeastern Illinois Planning Commission
 February 1990

1980 EMPLOYMENT IN MCHENRY COUNTY BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



— Metra Lines
- - - Major Expways

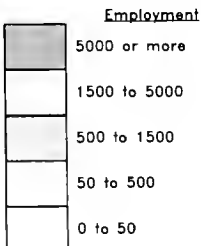
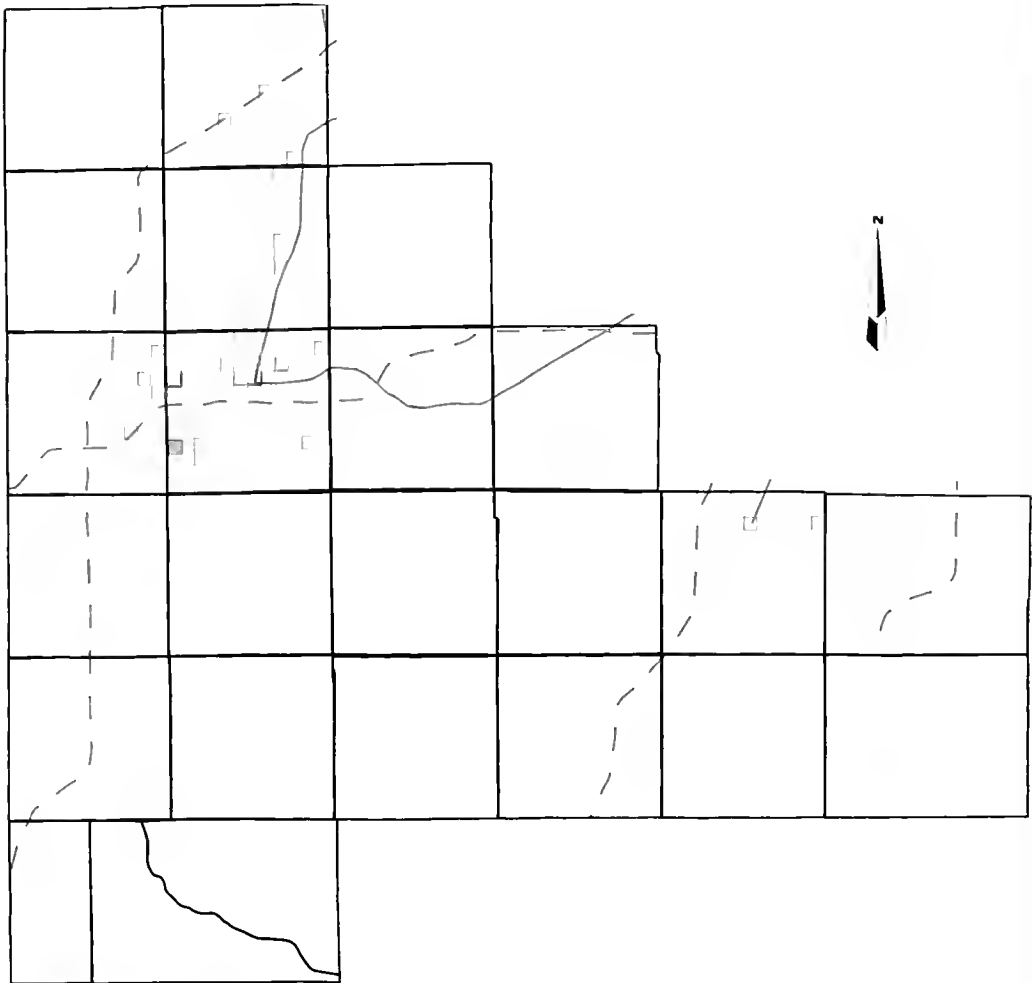
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Research Services Department Graphics Department
Northeastern Illinois Planning Commission
February, 1990

1980 EMPLOYMENT IN WILL COUNTY

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



— Metra Lines
 --- Major Expways

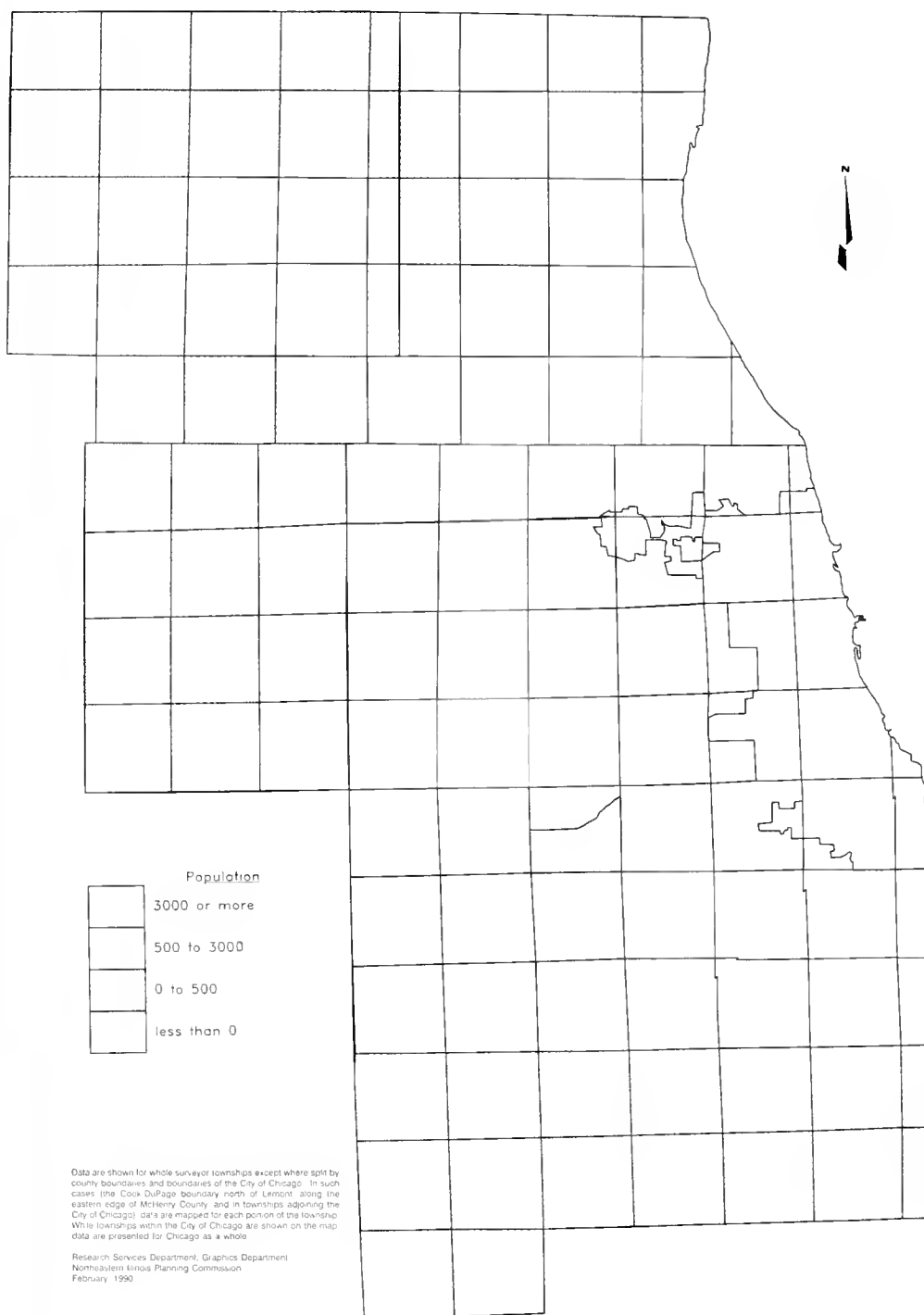
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 February 1990

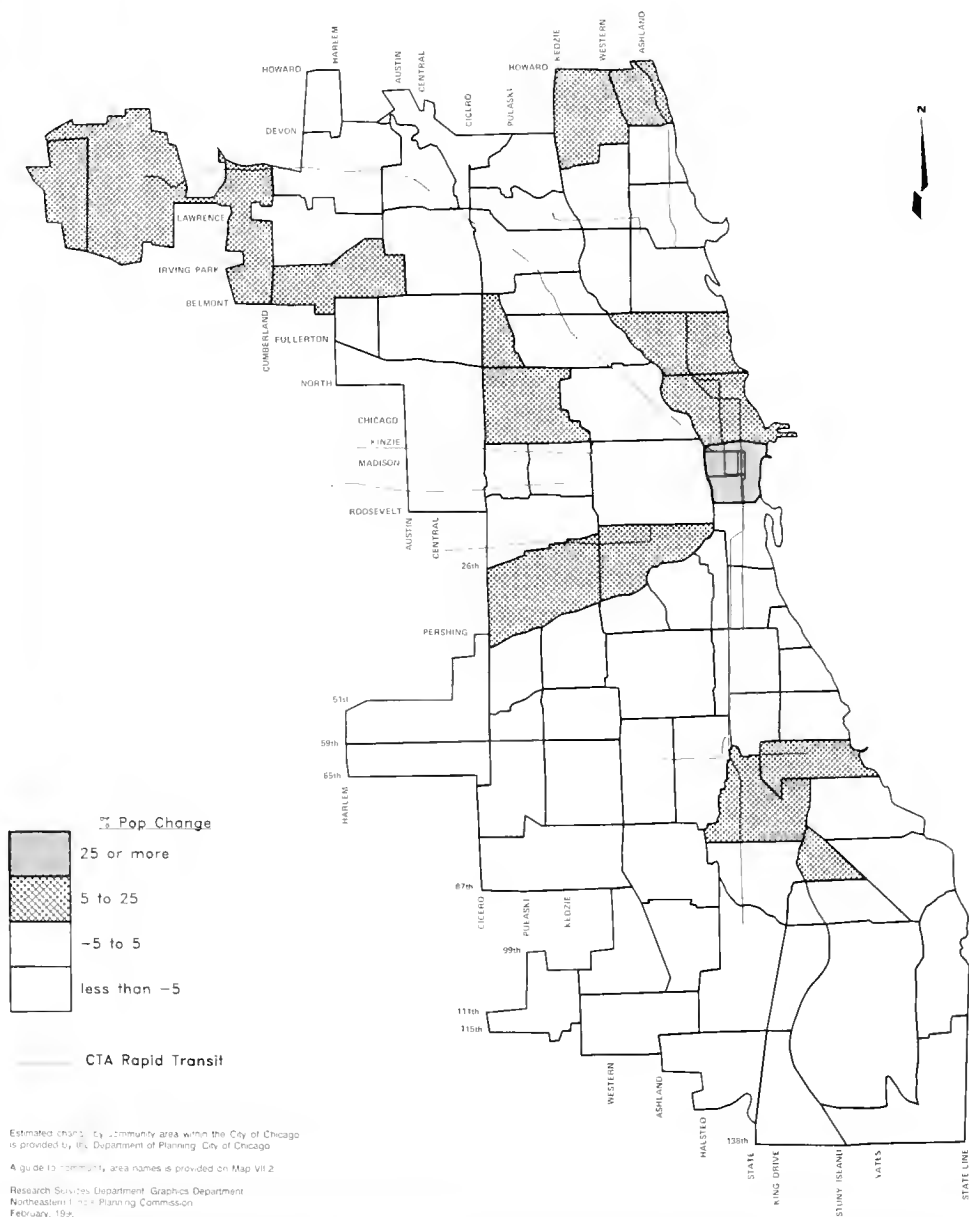
CHANGE IN POPULATION, 1980-1985

BY SURVEYOR TOWNSHIP



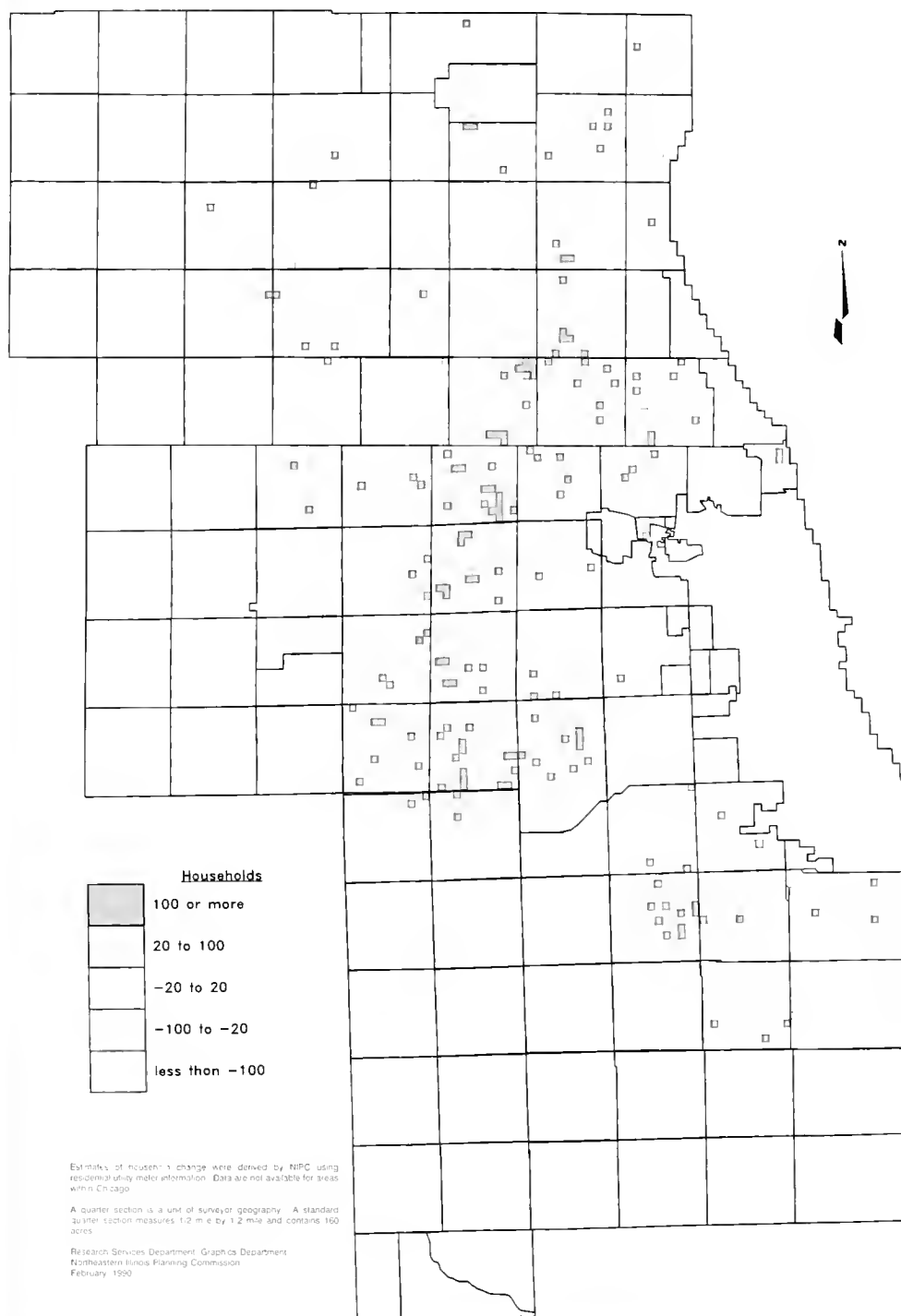
PERCENT CHANGE IN POPULATION, 1980-1985

BY CHICAGO COMMUNITY AREA



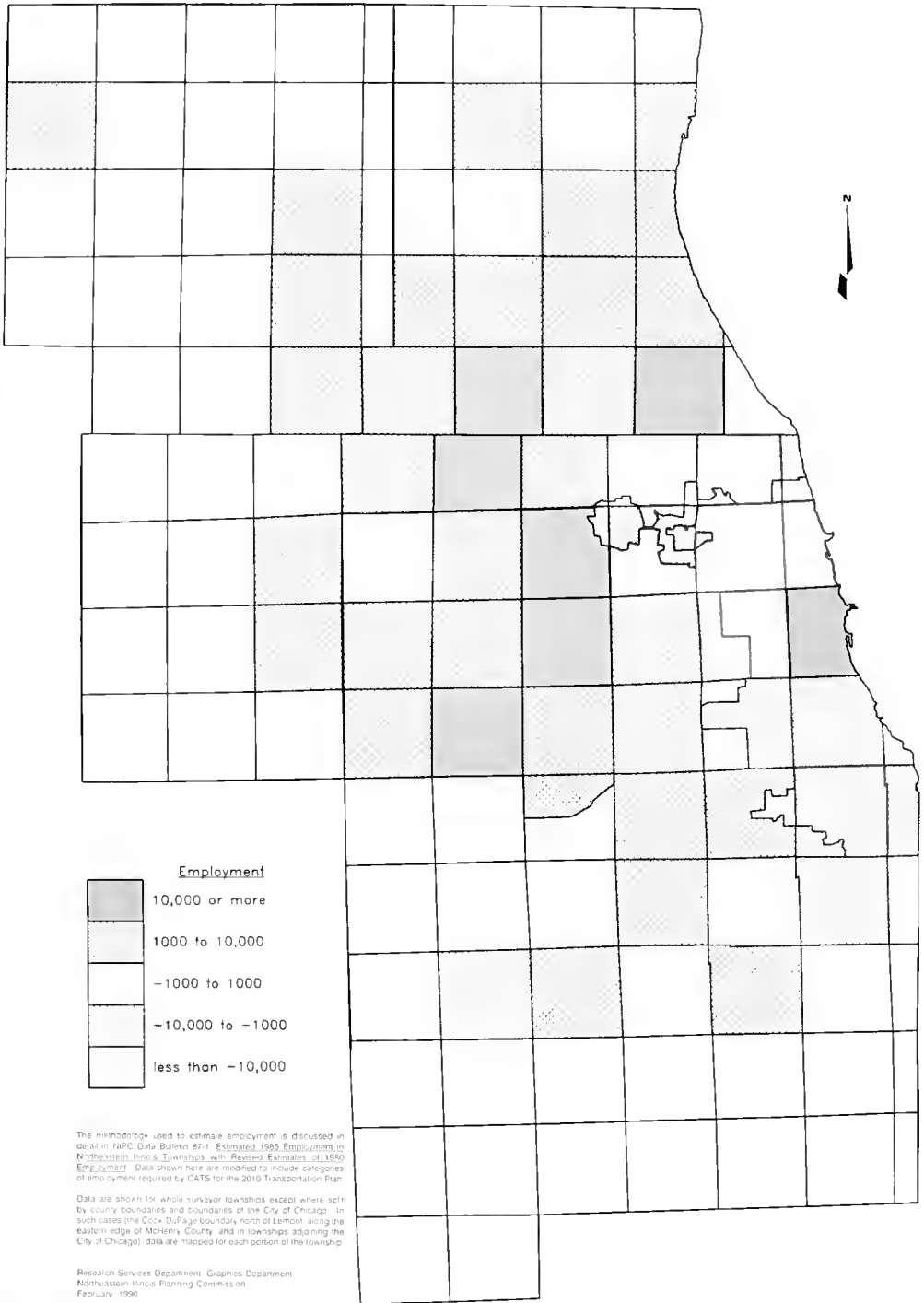
CHANGE IN NUMBER OF HOUSEHOLDS, 1980-1985

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



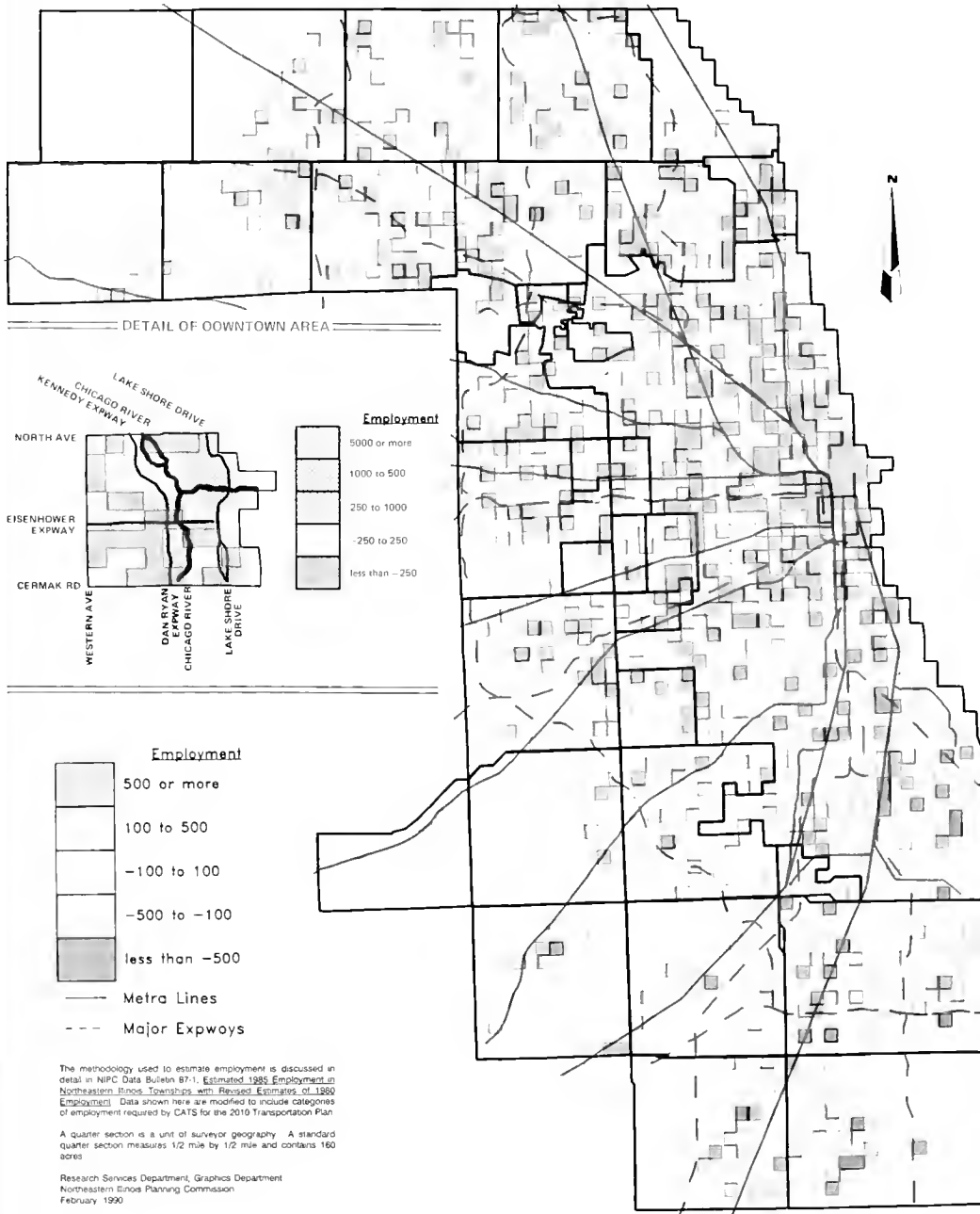
CHANGE IN EMPLOYMENT, 1980-1985

BY SURVEYOR TOWNSHIP



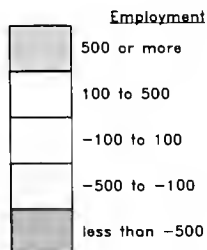
CHANGE IN EMPLOYMENT IN COOK COUNTY, 1980-1985

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



CHANGE IN EMPLOYMENT IN DUPAGE COUNTY, 1980-1985

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



— Metra Lines
 --- Major Expways

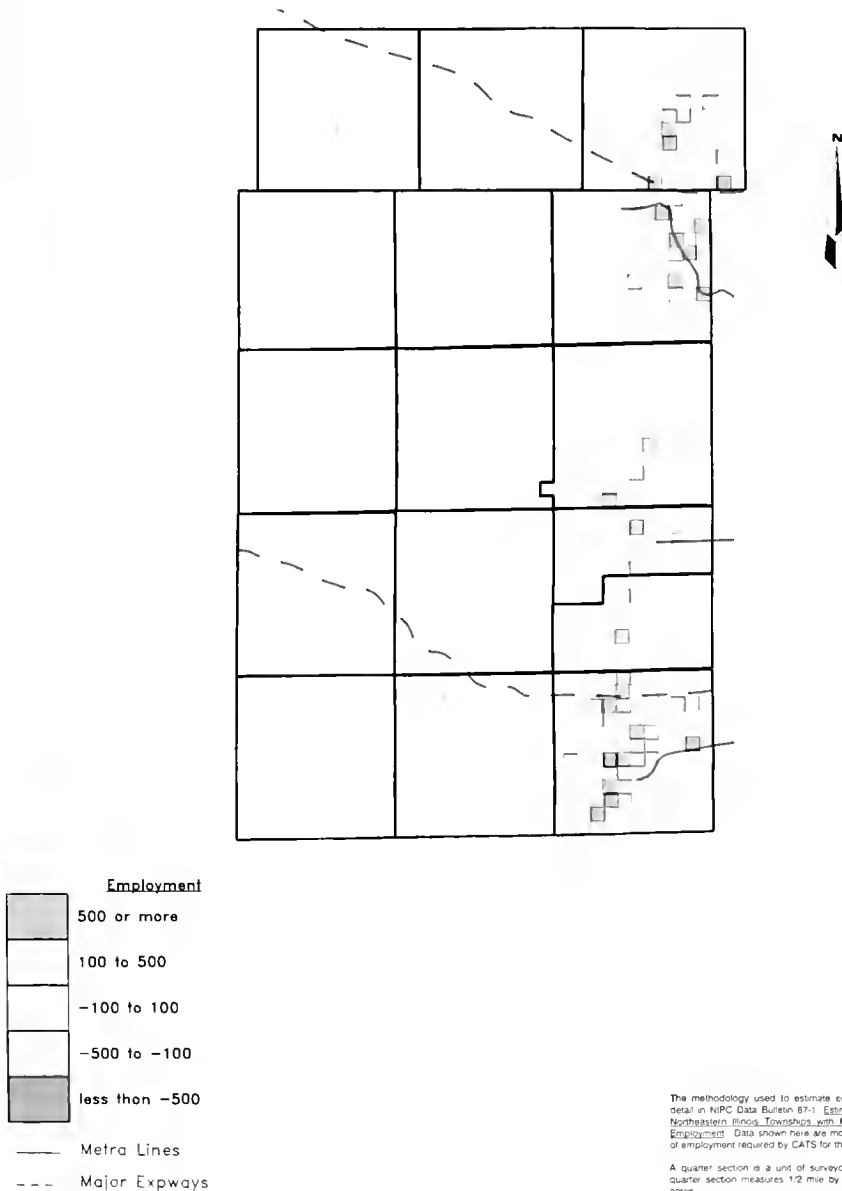
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Research Services Department, Graphics Department
 Northeastern Illinois Planning Commission
 February 1990

CHANGE IN EMPLOYMENT IN KANE COUNTY, 1980-1985

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



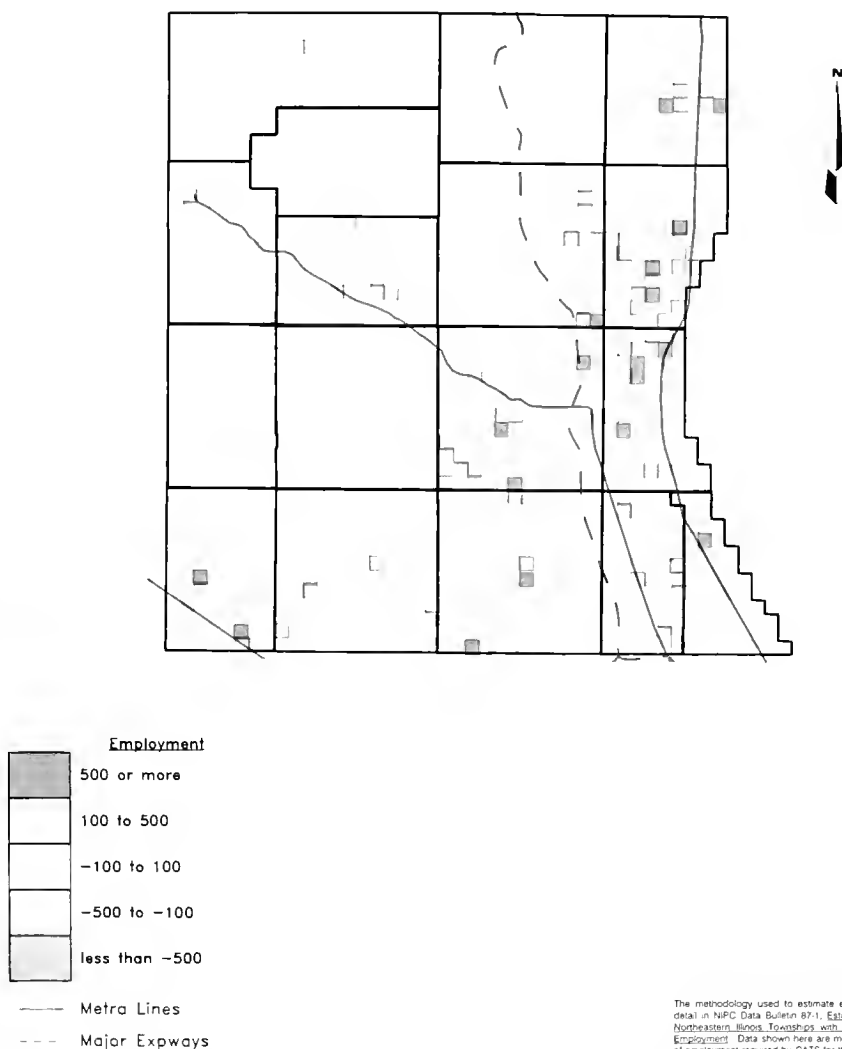
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Research Services Department, Graphics Department
 Northeastern Illinois Planning Commission
 February, 1990

CHANGE IN EMPLOYMENT IN LAKE COUNTY, 1980-1985

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



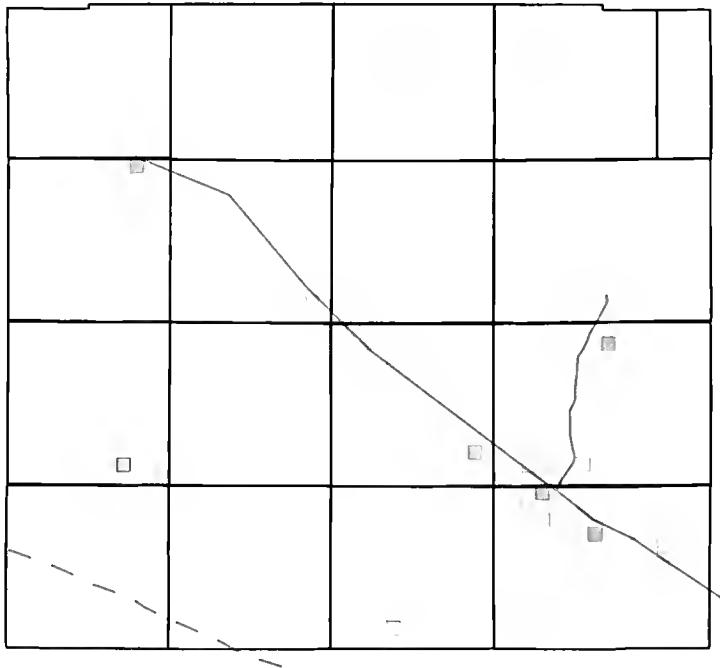
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Research Services Department, Graphics Department
Northeastern Illinois Planning Commission
February, 1990

CHANGE IN EMPLOYMENT IN MCHENRY COUNTY, 1980-1985

BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



Employment



500 or more

100 to 500

-100 to 100

-500 to -100

less than -500

— Metra Lines

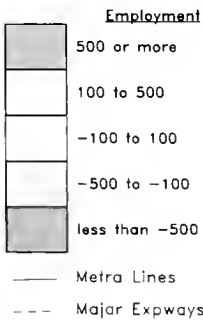
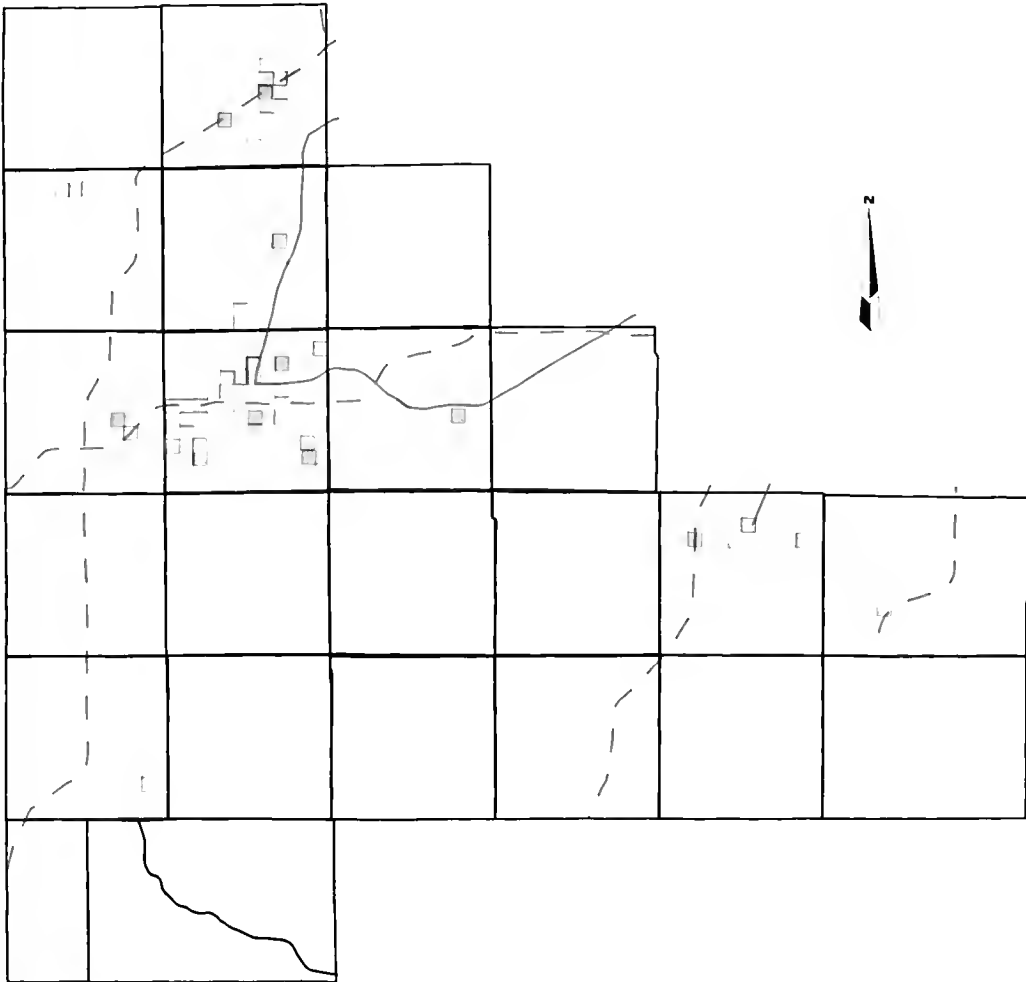
--- Major Expways

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Research Services Department, Graphics Department
Northeastern Illinois Planning Commission
February, 1990

CHANGE IN EMPLOYMENT IN WILL COUNTY, 1980-1985 BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS

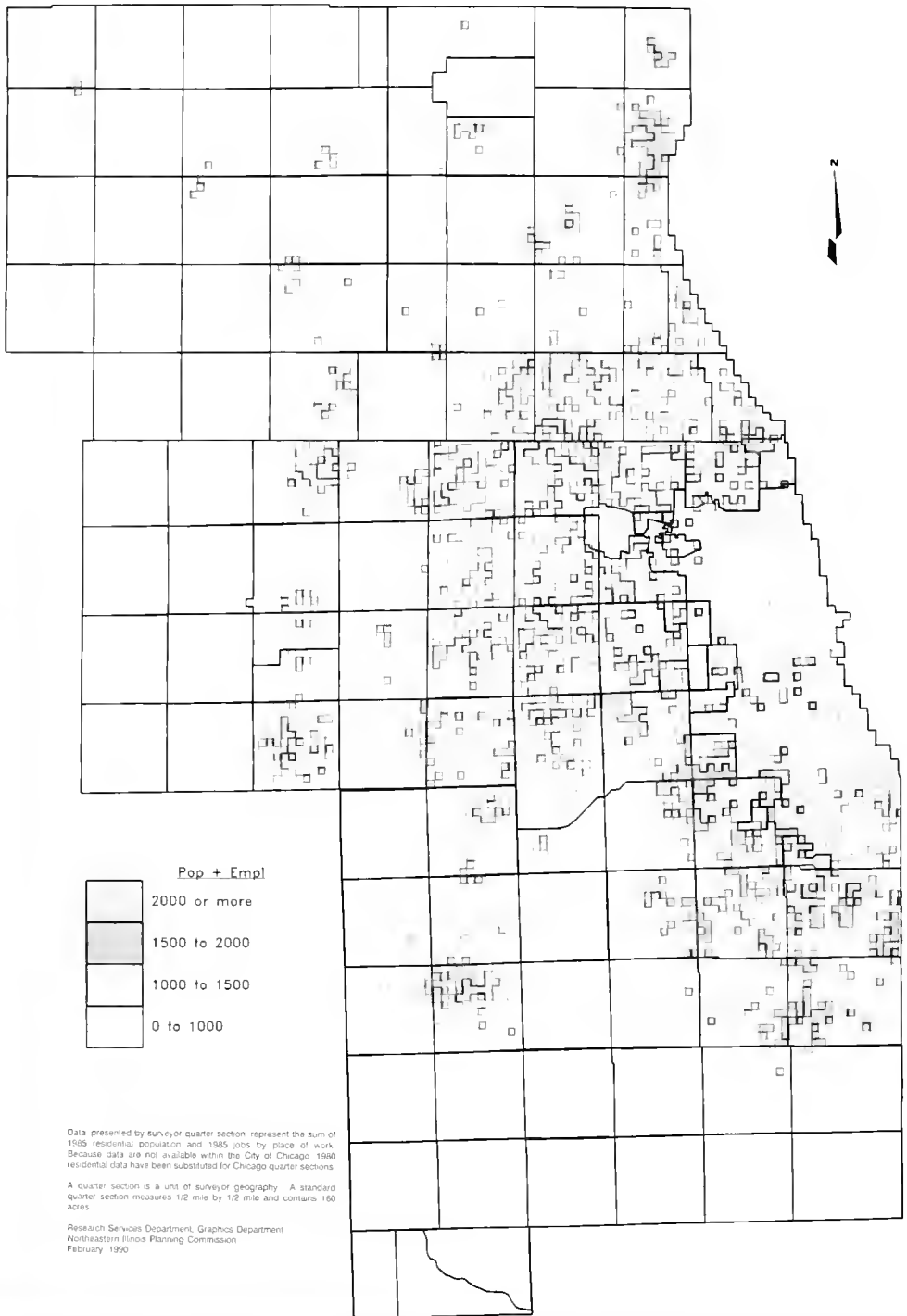


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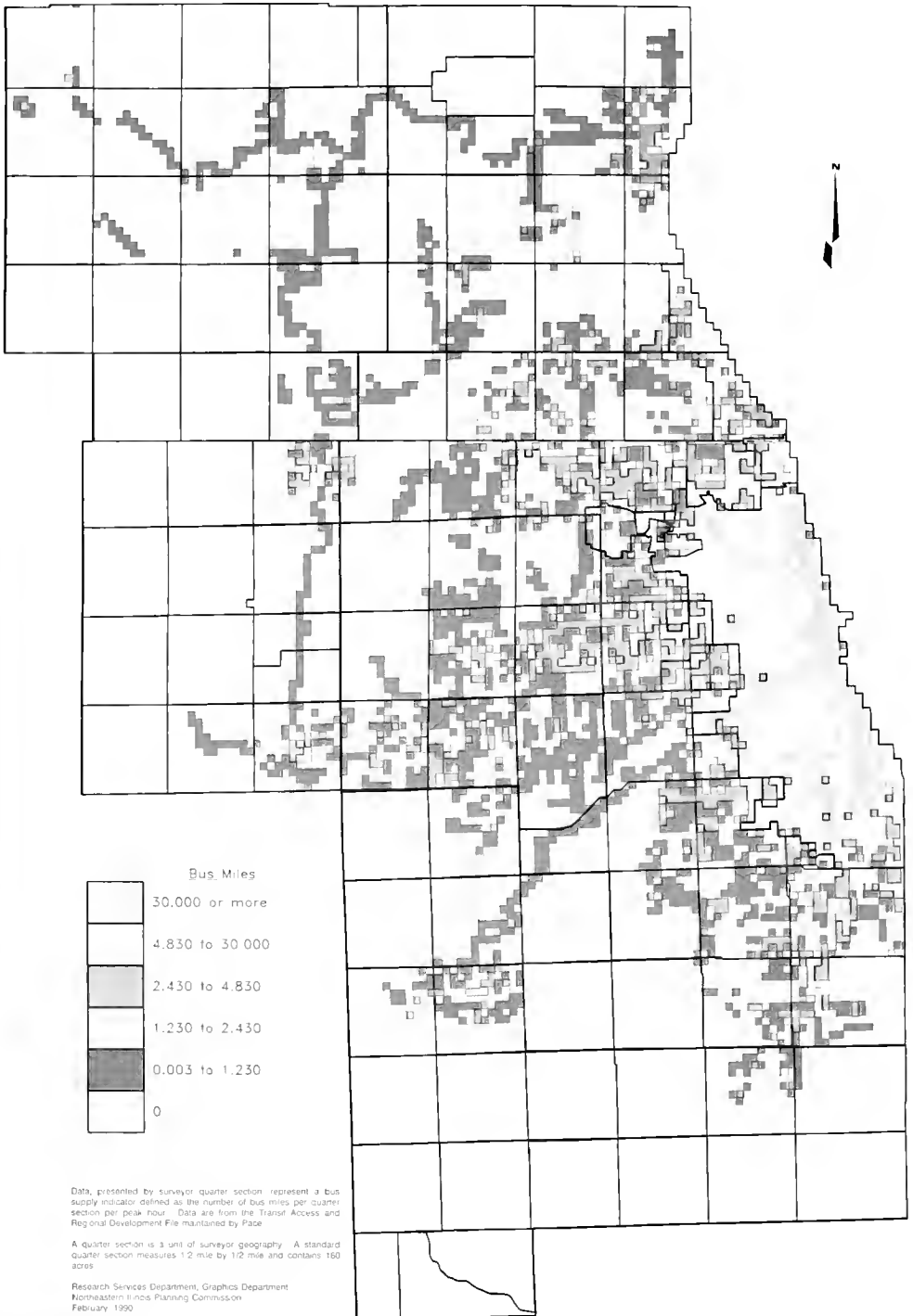
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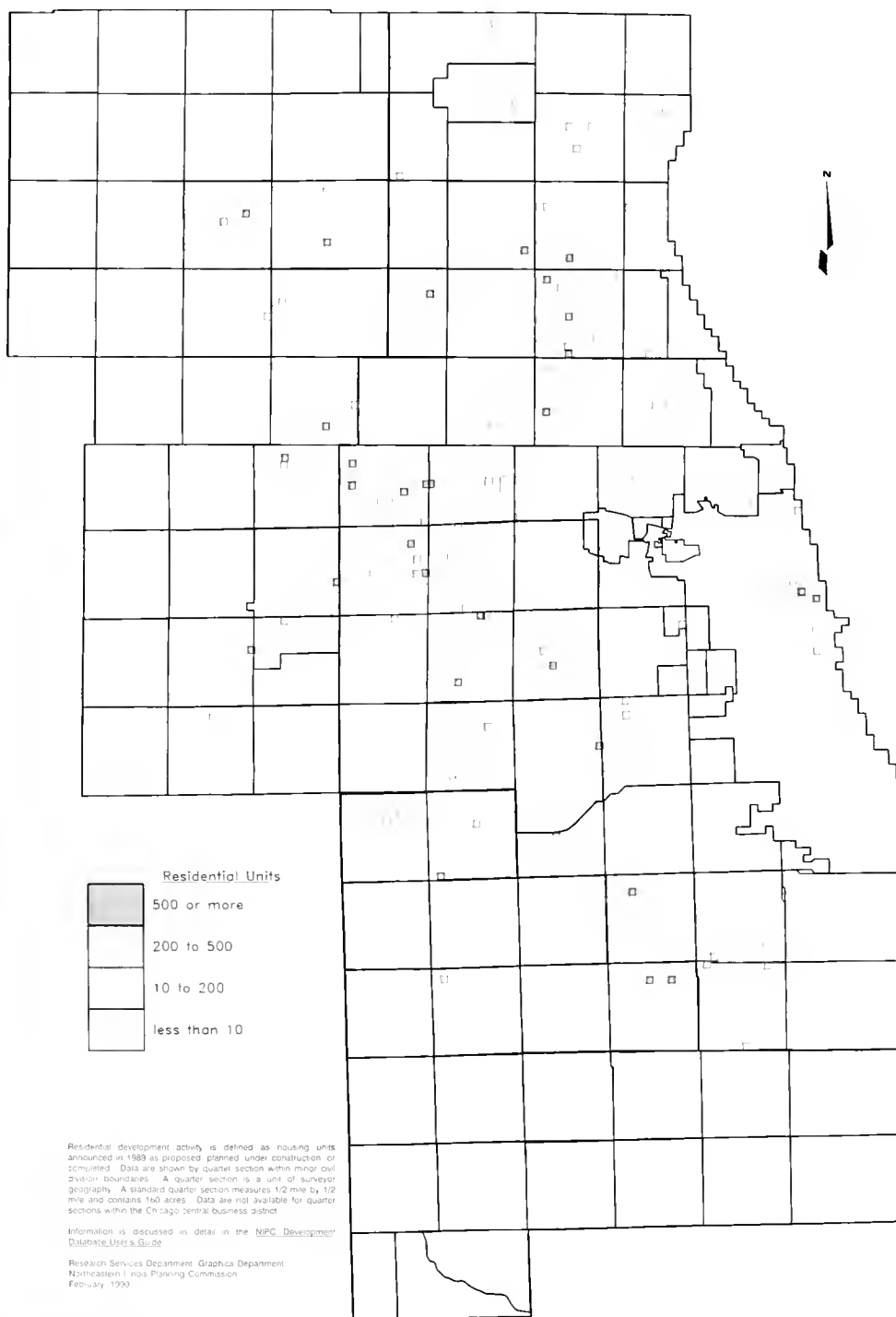
1985 TRANSIT SERVICEABLE DENSITIES BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



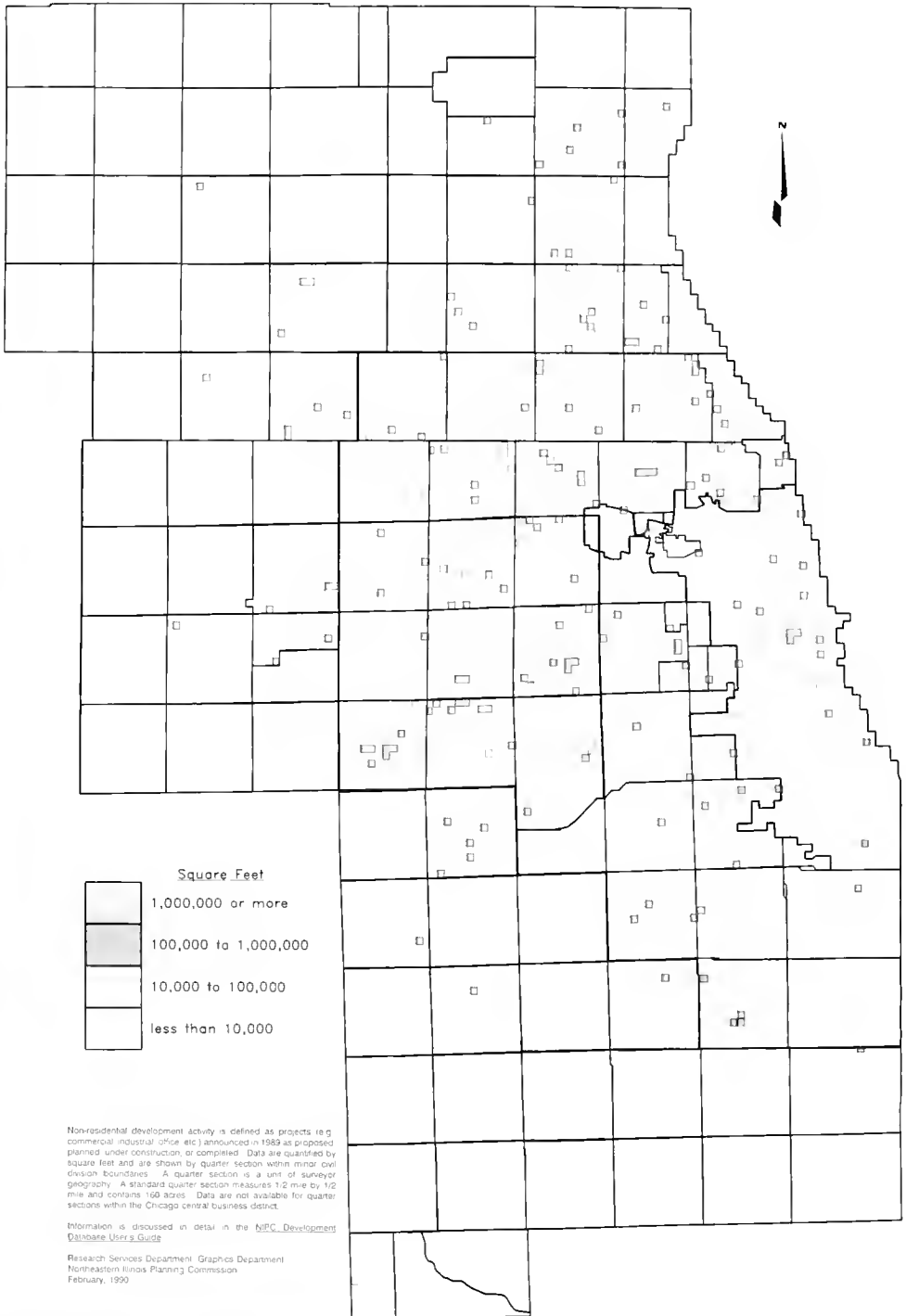
1989 RTA BUS SUPPLY DENSITIES **BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS**



1989 RESIDENTIAL DEVELOPMENT ACTIVITY BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS

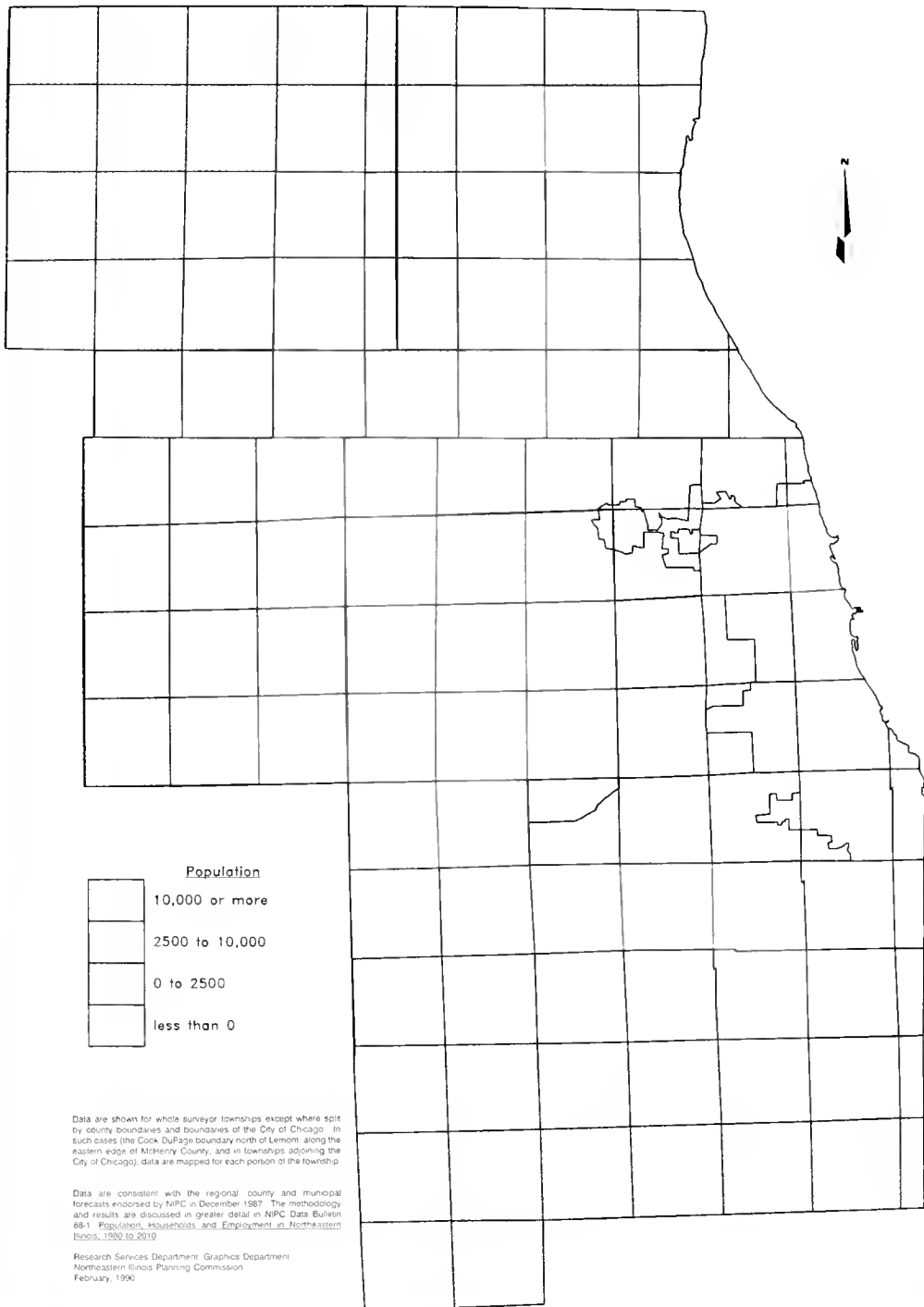


1989 NON-RESIDENTIAL DEVELOPMENT ACTIVITY BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



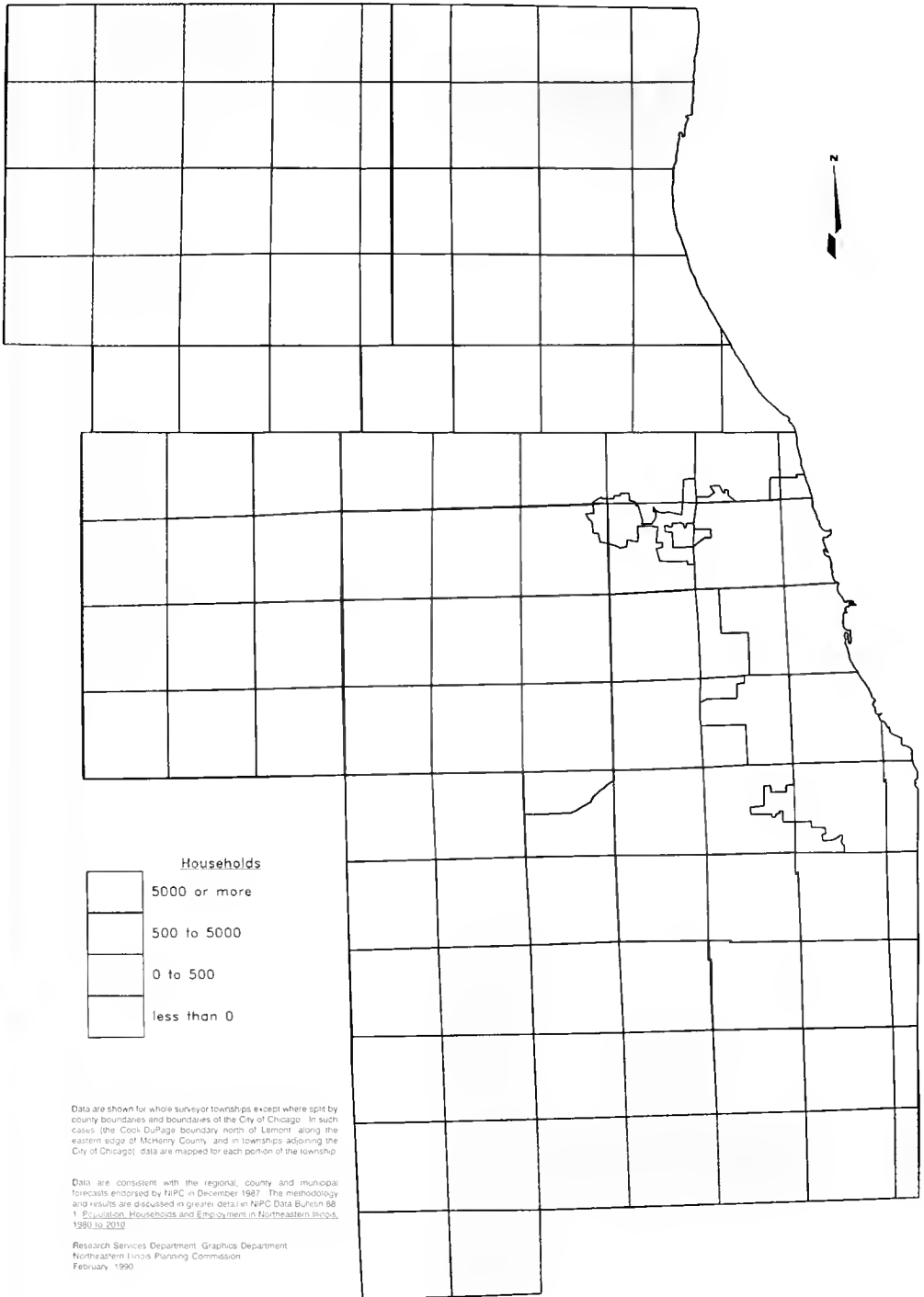
CHANGE IN POPULATION, 1980-2010

BY SURVEYOR TOWNSHIP



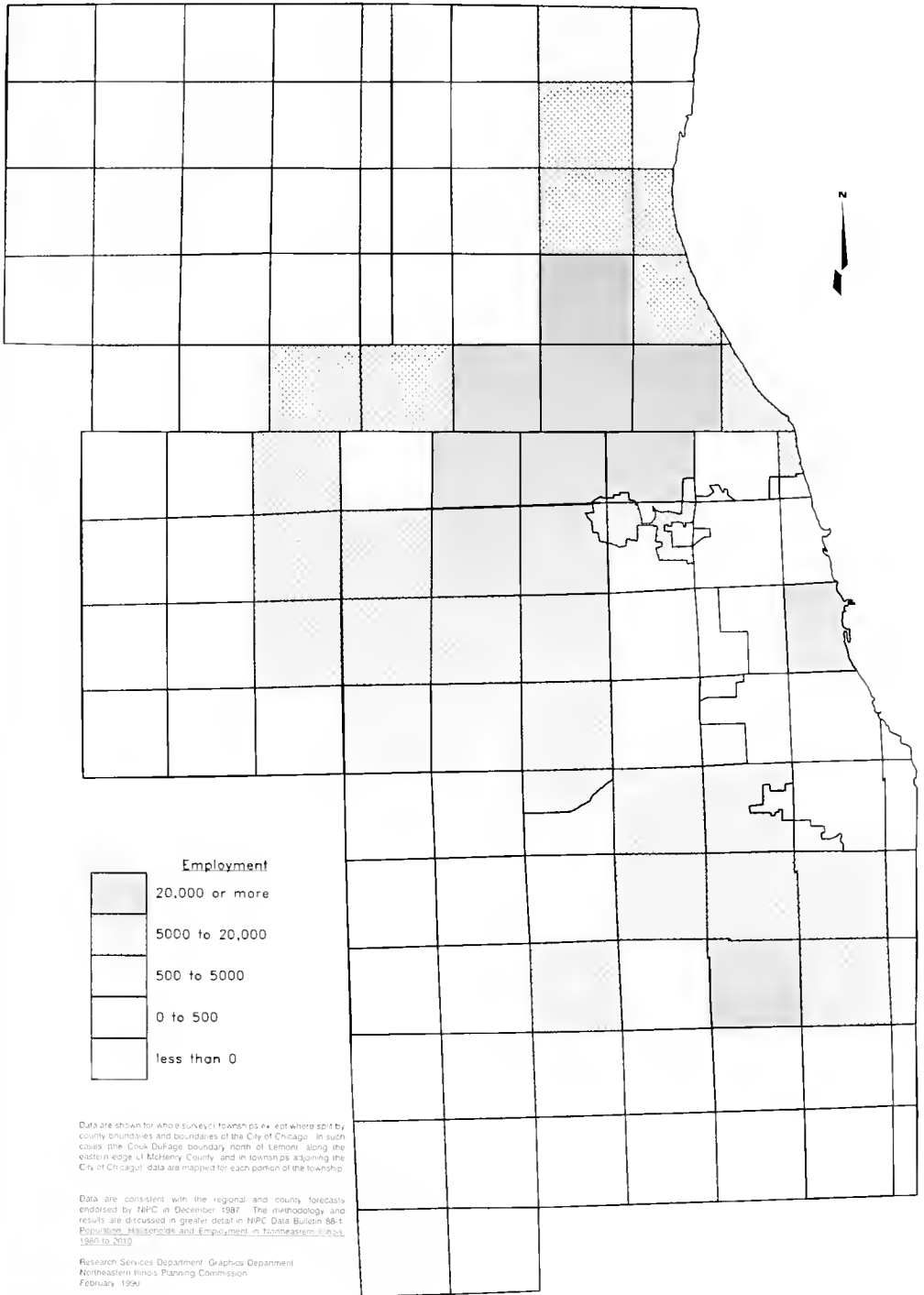
CHANGE IN NUMBER OF HOUSEHOLDS, 1980-2010

BY SURVEYOR TOWNSHIP



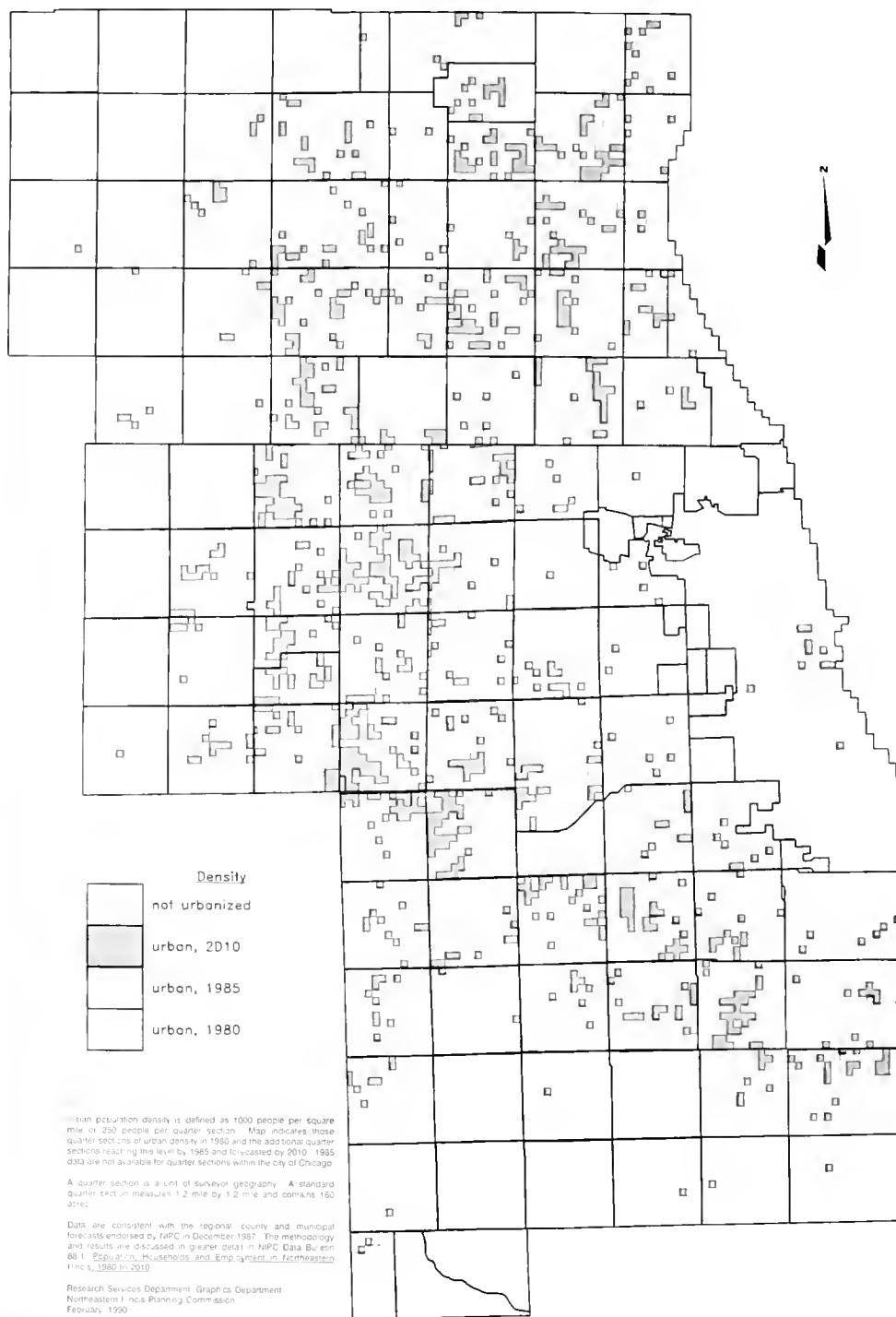
CHANGE IN EMPLOYMENT, 1980-2010

BY SURVEYOR TOWNSHIP

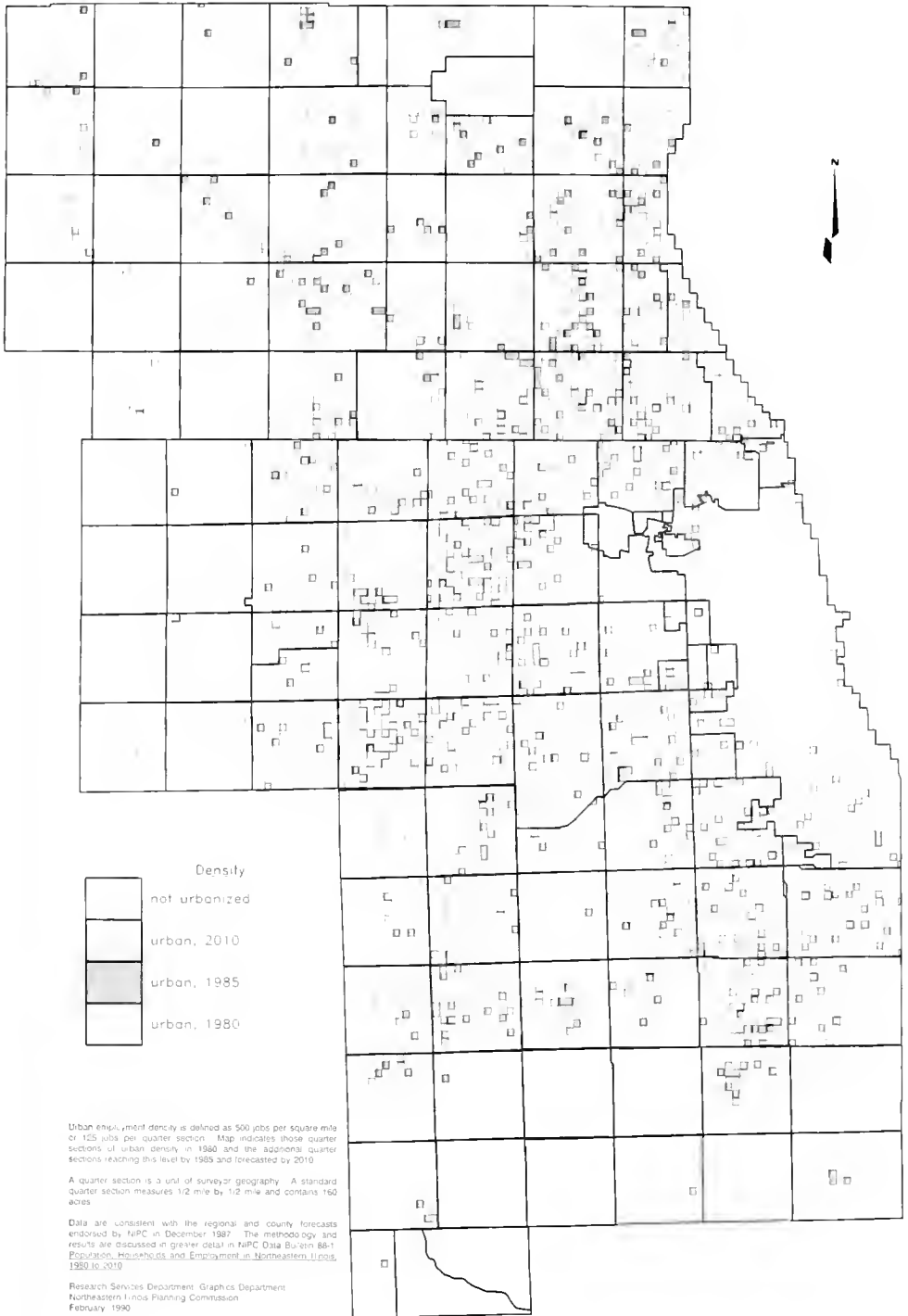


URBAN POPULATION DENSITY, 1980, 1985, 2010

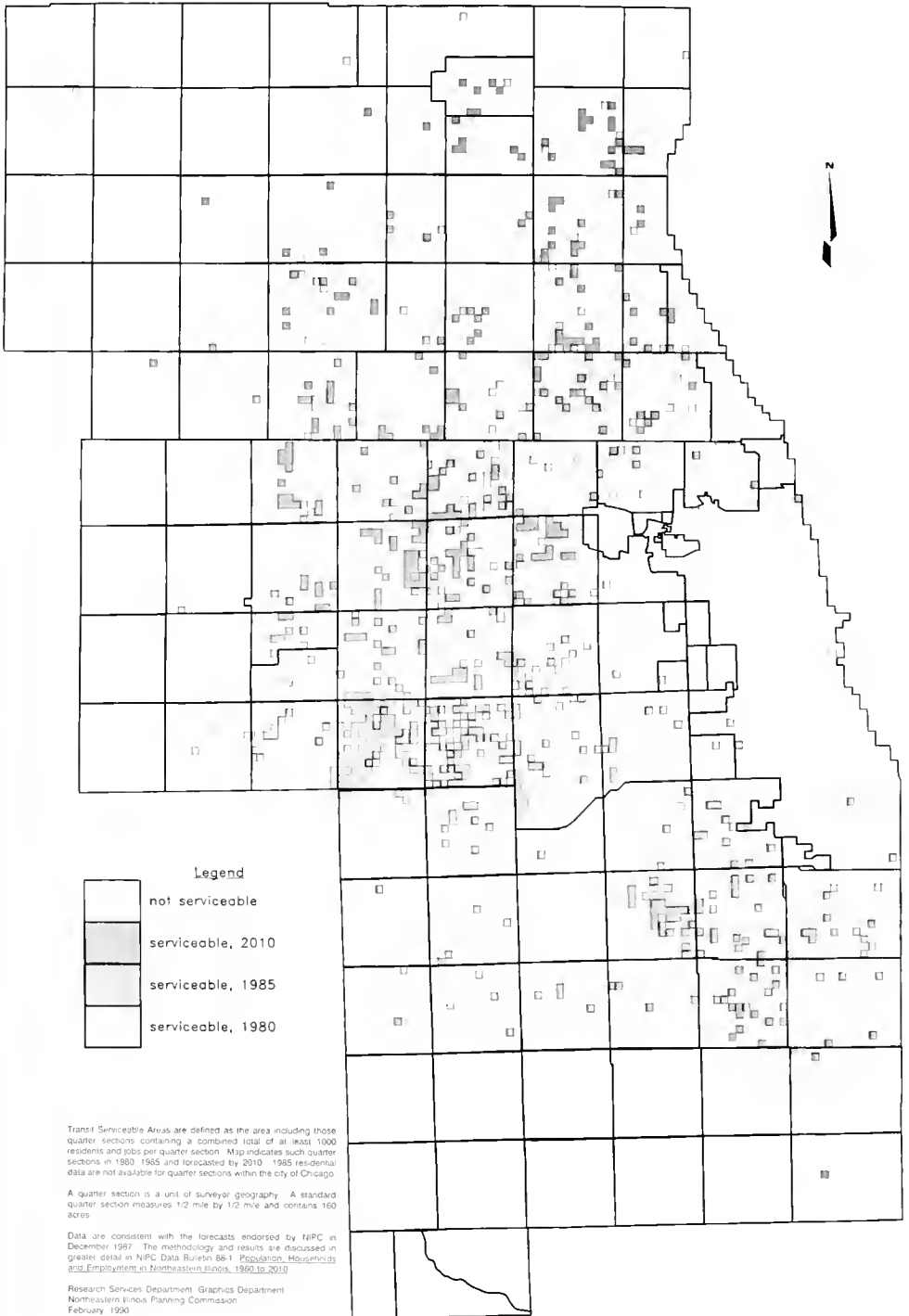
BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS



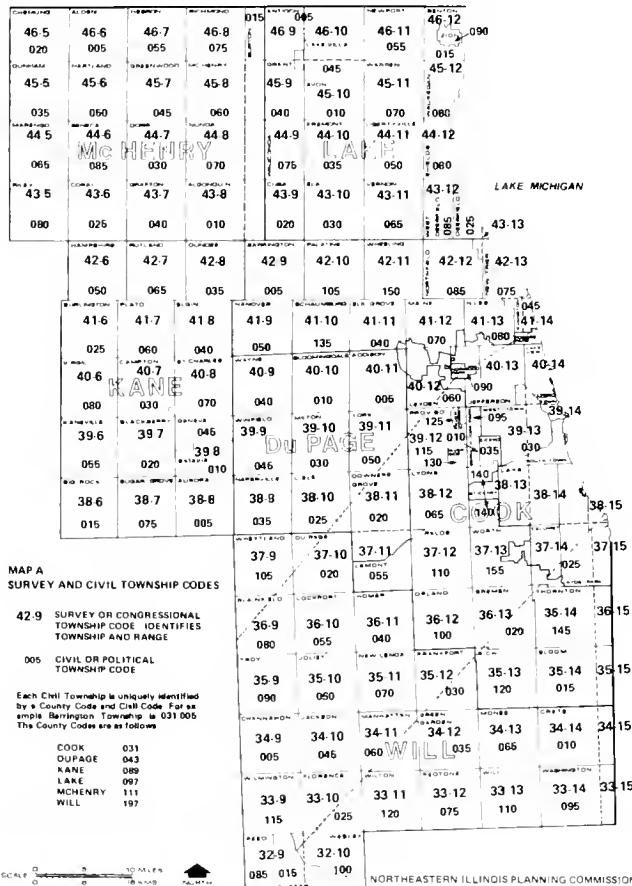
URBAN EMPLOYMENT DENSITY, 1980, 1985, 2010 **BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS**



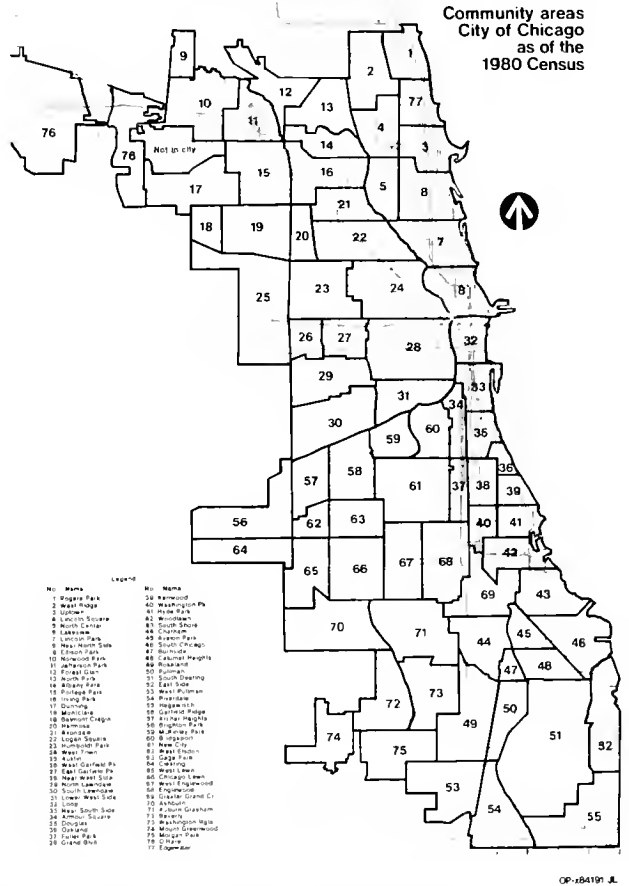
TRANSIT SERVICEABLE AREAS, 1980, 1985, 2010 **BY QUARTER SECTIONS WITHIN MINOR CIVIL DIVISIONS**



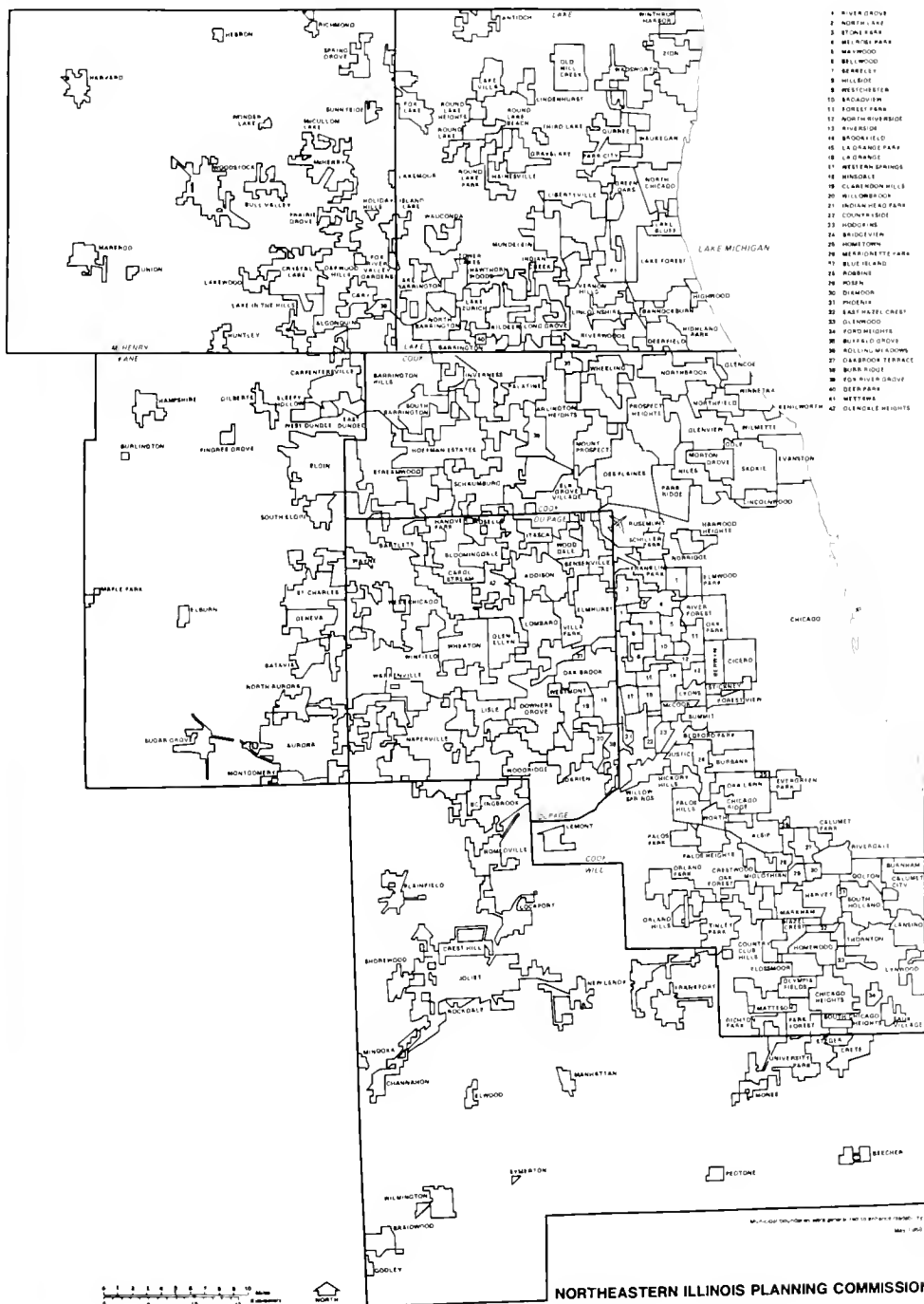
TOWNSHIPS IN NORTHEASTERN ILLINOIS



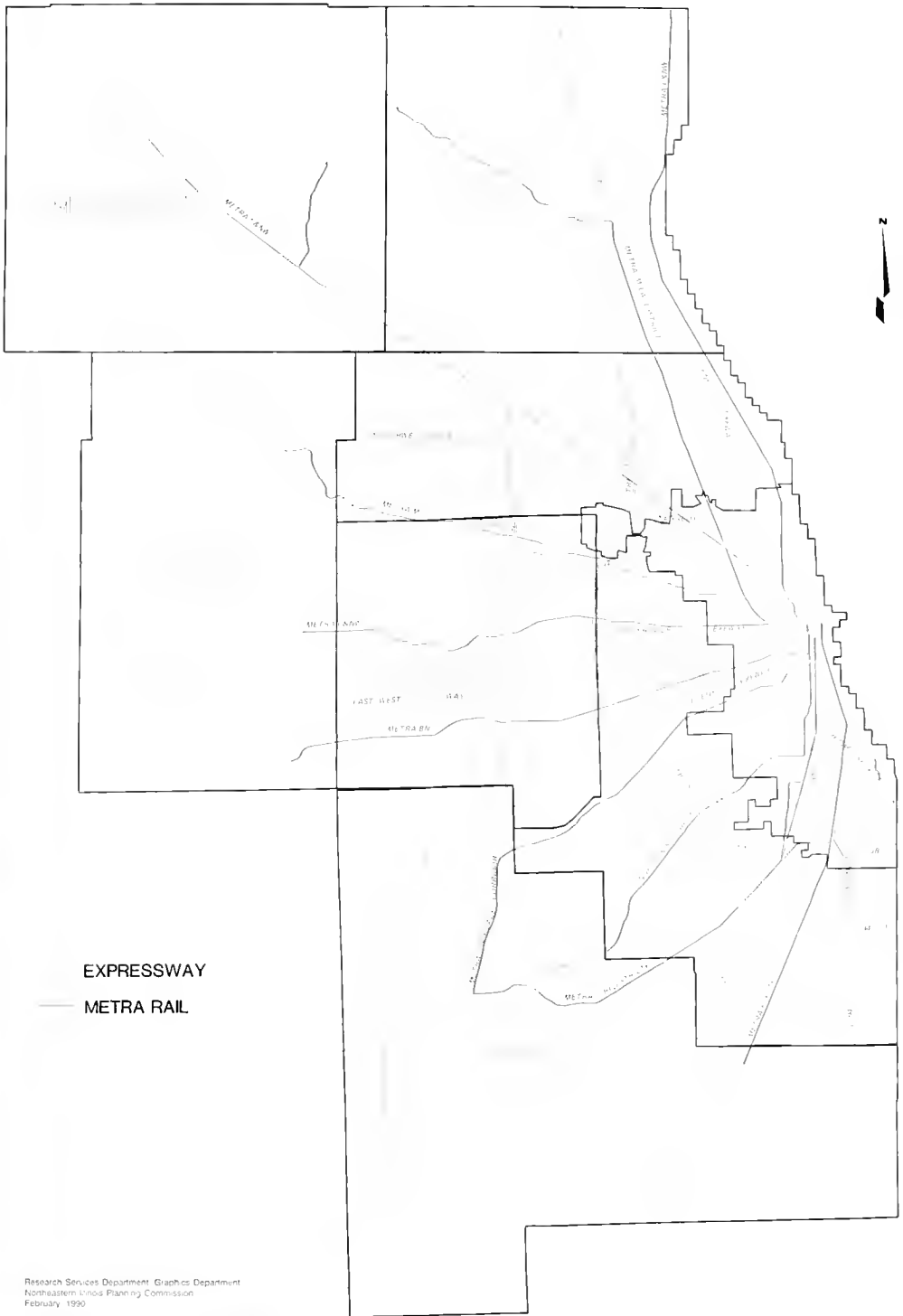
COMMUNITY AREAS IN CITY OF CHICAGO



MUNICIPALITIES IN NORTHEASTERN ILLINOIS

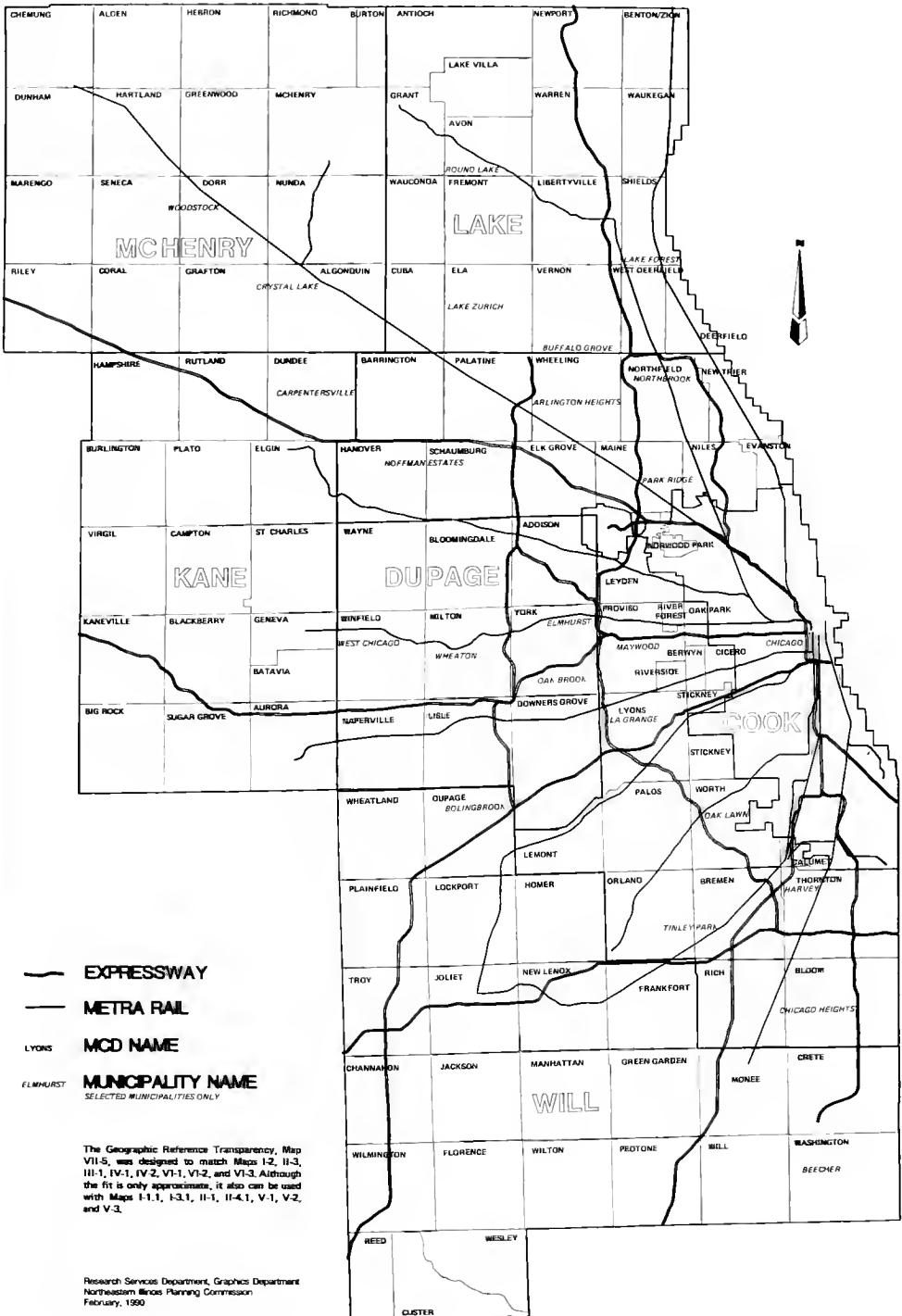


METRA COMMUTER LINES AND MAJOR HIGHWAYS



GEOGRAPHIC REFERENCE TRANSPARENCY

MINOR CIVIL DIVISIONS, MAJOR MUNICIPALITIES, METRA LINES, AND MAJOR HIGHWAYS



GEOGRAPHIC REFERENCE TRANSPARENCY
MINOR CIVIL DIVISIONS, MAJOR MUNICIPALITIES, METRA LINES, AND
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